

# Manufacturers Record

## Exponent of America



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Baltimore, Md.

SEPTEMBER 8, 1927

## China in Relation to World Affairs.

Perhaps no statement ever made about China is more striking than that which appears in an article in this issue by Dr. Charles K. Edmunds, for 17 years president of the Canton Christian College, now Lingnan University. The statement reads:

"The population is so vast that were the Chinese people to pass a given point, single file, at ordinary marching rate, the procession would never end, for by the time 300,000,000 had passed a new generation would have been born and on its feet at the other end of the line."

Other statements in Dr. Edmunds' article throw a great deal of light upon China, with its 450,000,000 people.

Probably few Americans ever had a better opportunity to study China than Dr. Edmunds, who for years came into touch with every phase of Chinese life and became the friend and confidant of many of the great leaders of China, as well as a friend of thousands of students from all ranks of life.

China is undergoing a revolution, or an evolution, which means much for that country and for the world. Napoleon dreaded the awakening of the sleeping giant of China, fearing that if it ever awakened it would overrun the world, because of its enormous population and the ability of the Chinese soldiers to live on what would starve the soldiers of other nations.

Awakening, as China is now doing, to a new order of things in the world, to the opportunities which are presented for a new spirit of nationalism, with a determination that China will rule its own affairs and will not permit other nations to direct its destinies, whether viewed from the standpoint of economics for the world or the influence of the political and military strategy of the world, the situation is one of tremendous significance.

Knowing how profoundly Dr. Edmunds had studied all of these problems through his many years of life in China, the Manufacturers Record asked him to give something of a bird's-eye view as to present conditions and what will be the probable outcome of the revolutions and counter-revolutions which have for some years kept that country in a turmoil. Perhaps no problem which Europe and America have faced for many years, looking far into the future, is of more vital importance than to know China and to deal with China in such a way as to win the favor of the people of that country, and to assist them along lines of sanity and soundness in the full development of their national and economic life.

Every business man in this country and in Europe is vitally concerned in seeking all possible light on the problems connected with China and its relation in the future to world affairs. The views of Dr. Edmunds are, therefore, of world-wide importance.

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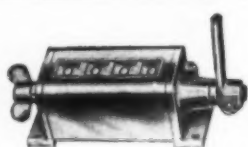
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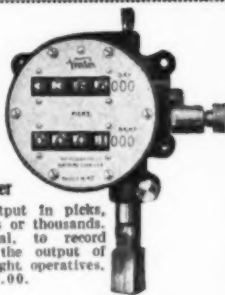
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# Manufacturers Record

EXPONENT OF AMERICA

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of the South and Southwest as the Nation's Greatest Material Asset

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## The Need of Two Political Parties in Every State.

**M**ENTAL slavery is worse than physical slavery in its far-reaching effect for evil—a statement which the MANUFACTURERS RECORD has made on many occasions in discussing the mental slavery with which many people of the South are held by political machines, which prevent them from voting as they pray. It is an old saying that thousands of business people in the South vote one way and pray another way in times of Presidential elections. We do not in the least minimize or misunderstand the race question which to a large extent is responsible for maintaining a solid South, but politicians have played that as a bugaboo to an extent far beyond its real possible influence in the South and have thus done the South a great injustice.

No political party can long maintain unbroken control of a State or a city without becoming rotten, in spots, at least. North Carolina, for instance, magnificently guided in many developments, has recently developed a number of rotten spots in county management. And this is true of other Southern States, where men have been continued in office for a long period of years without any danger of an adverse administration searching out their misdeeds. The country has seen many illustrations recently of the rottenness of political affairs—in Pennsylvania, in Illinois and elsewhere—because of long continued control of these States by political machines, dominated to a large extent by corrupt politicians, who are out for the spoils, regardless of where they gather in the spoils or from whom they collect them.

The Barnesville, Ga., News-Gazette is quoted in a circular put out by the Gilreath Press Syndicate, referring to the political activities of the State, as follows:

"It is just a fight between factions; the real interests of the State are lost sight of in the selfish element involved. It is a sad state of affairs."

C. C. Brantley, editor of the Valdosta Times, is quoted: "Playing politics is the bane of the State's welfare."

"Playing politics" has been an injury so great to Georgia and to many other Southern States that it would be difficult to measure its influence for evil. It has, in many cases, held back development work. It has created at times a bitterness between people in the States greater than would be the bitterness between opposing parties. The fights inside the Democratic party in Georgia and some other States have been mean and vicious and bitter to the extreme. More attention at times has been given to some cross-road politician seeking a job than to the real welfare of the Commonwealth.

It is lamentable that this is true, and perhaps the only way it can be remedied is by the development of an opposition party in the South, and then a definite fight between the two parties, each seeking to nominate the best man for

official positions. So long as the fights inside the Democratic party are as bitter and unrelenting as they are, so long will the best development of the South be hampered.

This country has reached a period where no one party should be allowed by the people of a State so completely to dominate its politics as to develop a rottenness which exists in many States, North as well as South. Men must begin to appreciate their individual responsibility to vote for the best man and not to vote for a bad man simply because he happens to be a nominee of their party.

It is good to see that the Georgia papers are beginning to oppose the hot political fights within their own party.

To a large extent, the Republican party in the South has been dominated by corrupt white men or even more unsavory black men. The Federal administration through many terms of office has recognized this corrupt influence largely for the purpose of controlling the negro vote in the debatable States where negroes hold the balance of power. In some States, it has been openly asserted by reputable men that these Republican politicians, white and black, have not wanted to see their own party win in their States, because that would eliminate them from the control of the machine through which they get their living via the Federal Administration at Washington.

The politicians who dominate the Republican party, not understanding the situation and caring less for it, merely because they do not expect to be able to control the votes of any Southern State, are simply indifferent to the best sentiments of the best Republicans of the South and care only for the influence of the negro in the debatable States, and for that purpose use the so-called Republican machine as it exists in Southern States to secure delegates pledged to some particular candidate.

This condition makes it difficult for those reputable white people in the South who believe in the principles of the Republican party and who believe that it would be better for the South to have a strong Republican opposition to the Democratic party to be able to accomplish their ambition for a Republican party in the South made up of people who believe in a protective tariff and in the things for which, to a large extent, the Republican party stands, as against the free-trade policies of the Democratic party.

Owing to the fact that nearly all of the daily papers in the South are Democratic, due partly to inherited tendencies, and partly to the power of machine politics—against which they dare not fight—and partly because they at present represent a majority of the population which reads the newspapers, the men who would break loose from mental slavery and fight with an honest effort to build up a reputable, respectable Republican party are tremendously handicapped. They have

no newspaper voice to advocate their views or to defend them against the unjustified, and often vicious, criticisms of the local daily papers.

No section can reach its highest development mentally, financially or morally, in which this mental slavery exists, when men by their very environment are tied to any one political party, whatever its name may be. In all other parts of the country there is a freedom from this mental slavery to a greater extent than in the South. In other States the two parties are on a more even basis, sometimes one winning and sometimes the other. For instance, in the recent mayoralty election in Baltimore a Republican candidate was elected by a majority of 17,000, whereas in the previous election the Democrats had carried the city by 45,000. In this case the Democrats nominated a man who was regarded by most of the people of the city as an unwise candidate, and Democrats and Republicans alike united to "snow him under" and reverse the 45,000 Democratic majority into a 17,000 Republican majority. Baltimore will be the better for this very situation. Normally, a Democratic city in a Democratic State, there is yet enough spirit of independence, or what was known in the olden days as "mugwumpism," in which men will vote according to their convictions and not according to the dictates of the political machines. It would be a blessing for the whole South and for the country if such a condition prevailed in every Southern State.

So long as the South remains solidly Democratic, while the country at large, by a considerable majority, is Republican in thought and in practice, the South never will be able to command as much influence in public affairs as it would if it were a debatable section.

Bearing on this subject, often discussed in the MANUFACTURERS RECORD, is a letter which typifies the whole situation. It comes from a Florida reader, who writes:

"Suppose Mr. Coolidge were nominated for President of the United States by the Republicans and Mr. Smith by the Democrats. Mr. Coolidge has denounced the Federal inheritance tax as legalized robbery. Mark Graves, tax commissioner of New York, and the personal representative in tax matters of Governor Smith, was the man who suggested to the ways and means committee of Congress in October, 1925, the present iniquitous inheritance tax that we now have. This spring I had some correspondence with Governor Smith, calling his attention to this situation and asking him if he would help in having the Federal inheritance tax repealed; but he declined to help, stating that his views had not changed.

"Now, the Florida Legislature unanimously passed resolutions condemning Congress for the passage of the iniquitous inheritance tax and requesting its repeal. Every board of trade and chamber of commerce in this State has done likewise. No one in the State is in favor of it. Would it not be an absurd thing for the people of Florida to walk up to the polls and vote for Al Smith in this State as against Mr. Coolidge, under the circumstances, simply because they are Democrats!"

Another illustration of equal interest could be given. Mr. Smith is a pronounced "wet" and a large proportion of the people of the South are in favor of Prohibition. If Governor Smith should be nominated as the candidate of the liquor interests, as probably the whole liquor industry of the country would back him, some Prohibition Democrats of the South would vote for him against their conscience, merely because he might be nominated by the Democratic party, when the Republican party might perchance have nominated a man who is opposed to the wet interests.

Is it not time for the South to be very seriously considering the question of two parties competing vigorously for votes, each watching the other and each afraid of the other?—rather than to be mentally enslaved, as at present, and compelled either not to vote at all or to vote contrary to the deep convictions which are held by hundreds of thousands of Southern people. Is it not time for the South to forget the

animosities generated by the Civil War against the Republican party and to study the problem of American Government from the viewpoint of the safety of this country, as well as from the viewpoint of economic advancement?

The South needs a protective tariff to a greater extent than any other part of the country. Its agricultural interests need it and its industrial interests need it; its raw material interests need it, and yet the Democratic party is, to a large extent, committed to the free-trade fetish of the past—not because of conviction in most cases, but because of opposition to the Republican party, which has usually stood for protection. The Republican party and the Democratic party alike have constantly sacrificed the South in the matter of a protective tariff, because Southern legislators preferred to stand by the party machine rather than by the welfare of their section. If, therefore, a free-trade Democrat should be nominated by the Democrats and a tariff protection man by the Republicans, as matters now stand, the farmers and the industrial interests and all others who believe in a protective tariff for the prosperity of the South either would have to vote against their convictions or not vote at all, except in rare cases where men have the backbone to vote contrary to local sentiment, which in some cases would try to ostracize them if they voted contrary to the Democratic machine.

Here are some problems for the serious consideration of the thinking people of the South.

#### REASONS FOR THE ROAD BUILDERS' CONVENTION OF 1929 SELECTING NEW ORLEANS.

WOOLSEY FINNELL, Alabama director of highways, is very strongly in favor of the American Road Builders' Convention being held in New Orleans in 1929, and gives some interesting reasons why New Orleans is the proper place. In a letter to P. Verhey of New Orleans, Mr. Finnell writes on the subject as follows:

"The 1929 Road Builders' Convention and Road Show should by all means be held at New Orleans for the following reasons:

"First: New Orleans is one of the best convention cities in the United States. It is a place where people enjoy themselves more than any other place in the United States.

"Second: The climate during January is ideal. The food is the best and plentiful.

"Third: New Orleans has one of the best buildings for holding a Road Show in that can be had anywhere in the United States. It also has hotel accommodations amply adequate.

"Fourth: By meeting in New Orleans, it would give an opportunity to those of us in the South who have not done so to visit the Road Show. It would afford an opportunity for the manufacturers to show their machinery to an appreciative people who have not had an opportunity to see what is manufactured for the purpose of building and maintaining roads. Practically everything built for the purpose of building and maintaining roads would be shown to the people who can and will use this machinery, except snow plows, and they can be left at home.

"Fifth: If it is decided, and I believe it will be, to hold this convention in New Orleans, we of the South will commence immediately a campaign for the purpose of getting all the engineers that we possibly can and also the county officials that we can reach to attend this meeting, for the purpose of letting the South know just what we have at our command for the purpose of building and maintaining roads."

The statements made in Mr. Finnell's letter may well claim the attention of the officials of the Road Builders' Association and of road machinery people throughout the country. A convention of this kind held in New Orleans would, as Mr. Finnell suggests, bring together a great crowd of highway and county officials from all over the South, to study in person the road building machinery and equipment so essential for the rapid development of highway work which is now going on in the South.



## WILL APATHY IN AND OUT OF CONGRESS HALT FLOOD CONTROL WORK AND REHABILITATION?

ONE reason why the MANUFACTURERS RECORD has for months persistently urged the calling of a special session of Congress to handle the Mississippi River situation was that we well knew if the matter was delayed till this winter the general apathy of the country would make it difficult, if not impossible, to do anything at the regular session of Congress. That our people generally did not realize that fact and, therefore, did not, as aggressively as they should have done, demand the calling of a special session was always unaccountable to the MANUFACTURERS RECORD. We know that thousands of letters and telegrams went to President Coolidge begging for a special session, and we also know they were ignored; but had the pressure upon Mr. Coolidge been as great as it should have been, it would scarcely have been possible for him to have withheld his consent regardless of political conditions. No wonder, therefore, that at the present time the people in the flooded regions are beginning to fear not only Federal apathy, but also apathy of the people throughout the country, who sometimes can be moved to do great things on the spur of the moment but who when delay after delay occurs are apt to forget disasters and turn their thoughts to other things.

Under the caption, "Louisiana Fears Federal Apathy," George N. Coad, in correspondence to the New York Times, says:

"Reviewing the record of the Federal Administration during the flood many people of the State are apprehensive lest President Coolidge and his advisors fail to advocate adequate action when Congress convenes. Even Secretary Hoover's ability to get proper legislation is being questioned. The President does not seem to have shown sufficient interest in the catastrophe and has not to date indicated whether he will agree to Congressional committees meeting earlier than usual to study the problem or adopt the suggestions of the Chicago Flood Conference.

"The nation appears to Louisiana to be losing interest in the whole problem and there is fear that the question of controlling the Mississippi will be involved with such questions as Western dams and the St. Lawrence waterway."

Moreover, Mr. Coad intimates in his story that the people of Louisiana—of which State he writes specifically in this case—have been betrayed in their trust in the Executive branch of the Government. "The outlook was brighter last spring, during the height of the flood," when Secretary Hoover arrived "as the messenger of the Administration," says Mr. Coad, and continues:

"Without pledging his party definitely, he intimated that if Louisiana reposed its trust in him and made no unseemly agitation, all would be well. He was sympathetic, he understood the problem and he had the confidence of the Administration, and it seemed to follow that his suggestion would be speedily adopted."

Indeed, "Trust the Administration" was one of the arguments used also at the Chicago Flood Prevention conference in persuading—almost, coercing—the hundreds of delegates to abandon the contemplated plan to urge President Coolidge to call immediately a special session of Congress to provide relief for the hundreds of thousands of sufferers and to prepare for adequate flood prevention legislation when Congress should meet in December. Under pressure and dictation by influential Senators of both the great political parties, the conference compromised by asking the President to appoint a commission of outstanding experts to study the problems and to make recommendations to Congress for legislation; but, says Mr. Coad, "the President does not seem to have shown sufficient interest in the catastrophe and has not to

date indicated whether he will agree to Congressional committees meeting earlier than usual to study the problem or adopt the suggestions of the Chicago Flood conference."

In the same issue of the MANUFACTURERS RECORD, June 9, in which a full account of the Chicago Flood conference was presented by a staff correspondent at the meeting, appeared another despatch from that same correspondent, "Danger That Inertia and Public Squabbles May Undo Splendid Start of Chicago Convention." In this, the people of the 1,200,000 square miles of territory involved were warned that they must be sleepless in vigilance and activity, lest that "Federal apathy" develop of which Mr. Coad now speaks.

First, at the Chicago conference, political suppression; next, governmental neglect; now, Federal apathy. Those are facts. And unless the people bestir themselves to protest and action, prospects indicate that the problem will be continued indefinitely into the future in the hands of the Government agencies which have proved inefficient in the past and which such an authority as Gifford Pinchot has publicly denounced in unmeasured terms.

## WEALTH IN SOUTHERN PINES.

WHAT may, for brevity, be called the immense *climatic forest wealth* of the South is suggested by contrast with the North, as told in a recent news release intended for Canadian papers and signed by Frank J. D. Barnjum. Discussing the heavy inroads into Canadian forest resources by fires, insects and windfall in addition to logging, this writer says:

"Reforestation at this late date, while necessary for posterity, will not avail the present generation. The seedlings we are planting today will take forty to sixty years to reach even pulpwood size and as our present forests will have disappeared long before that time, all the reforestation in the world cannot prolong the life of our present vast pulp and paper industry for one day."

The reason for planting spruce seedlings as explained by an authority on the subject—they must be 2 years old before forest planting—is that when a spruce forest has been cut over or burned over it will not reseed naturally. It is followed, first, by hodgepodge growth in which deciduous trees such as poplars and maples finally gain ascendancy, and in whose summer shade the northern pine grows until it overtops and shades to death its early protector, only to be followed, after a period so long it has not been determined further than to say it can scarcely take place in less than 3 centuries, by spruce, which in its turn kills off the pine. But even with the hand planting 2-year-old nursery seedlings spruce requires 40 to 60 years to produce pulpwood, and therefore cannot benefit the generation doing the planting.

Contrast this with the South, where pines reseed like weeds and, if protected from fire, produce pulpwood in 15 to 20 years, thus richly repaying the men who protect them.

Northern manufacturers of brown, or kraft, wrapping paper and of newsprint depend largely upon spruce pulp. But the Northern kraft industry has already been knocked galley-west by their Southern competitors, and now we have a process as described in the MANUFACTURERS RECORD of April 28, 1922 for the manufacture of newsprint from Southern pine and gum wood. In this connection it is worth noting that gum has an even more rapid growth than pine.

It is time for those Southern states still lagging in legislation and in organization for the protection of their forests, to wake up. The day will come when the term "a Southern pine plantation" will supplant "gold mine" as a synonym for fabulous wealth.

### FRANK A. GOODWIN'S ADDRESS BEING DISTRIBUTED FROM BOSTON.

**E.** H. HUNTER, executive secretary of the Industrial Defense Association, 7 Water street, Boston, referring to the fact that his Association has printed in pamphlet form the address of Frank A. Goodwin, recently published in the MANUFACTURERS RECORD, writes:

"About a year ago, Chas. S. Moore, who was then our executive officer, had considerable correspondence with you, and I believe you published something he sent you, and with that in mind I trust you are well acquainted with the efforts we have made to educate the general public to the menace of Radicalism, and your co-operation will certainly have a beneficial effect on the future of this Association. We have already answered the major portion of the communications sent you, and will complete that part of our work in the morning. We have distributed directly and indirectly 15,000 copies of Mr. Goodwin's address, and when sent direct from this office we enclose some of our own literature, copies of which will be sent you in a day or two, and I will see that your name is on our list of contacts to enable you to receive our special and regular reports from now on.

"We have a very extensive filing system, approximately 15,000 names of associations, organizations and individuals working for the overthrow of this Government.

"You may use our files for your headquarters for information regarding the Radical program. We will be glad at any time to furnish you with special reports.

"The Goodwin circular costs us \$17.50 per thousand, but where small orders are requested, we make no charge but do hope that persons sending here for literature will contribute enough to pay for the cost and postage. An invitation to become a member of this Association is enclosed in one of our 'What's What' that is sent to each individual making inquiry."

Some of our readers who are not familiar with what has been going on in America will probably be startled by the statement in the foregoing letter that the Industrial Defense Association of Boston has the names and addresses of 15,000 organizations in this country definitely committed to the effort to overthrow the American Government.

The Civic Welfare Alliance, 8 Beacon Street, Boston, is also publishing Mr. Goodwin's address for wide distribution. Eben W. Burnstead, secretary of that association, in a letter to the MANUFACTURERS RECORD gives the following interesting information:

"Many thanks for two copies of the MANUFACTURERS RECORD and your favors of the 26th. We immediately wired you that an improved edition would be off the press by tonight, so that tomorrow we can ship the thousand copies you mention. This particular edition is for 7500 copies, of which we are sending 2500 copies to the Better America Federation for them to send to their contacts in the colleges. The rest will be mailed by us.

"You may be interested in the fact that our directors moved rapidly in backing up our Governor and Government, and after consultation with Mr. Goodwin putting this address in type the day after he had delivered it in Lawrence. By the end of the week a second and a third edition were printed and exhausted, followed by a fourth. These reached the most influential people of the state, and in addition many hundreds and thousands throughout the rest of New England and all over the United States, by the middle of July.

"Requests then came in for additional copies, and we began to ask a few cents a copy to limit the demand for our small surplus, and also to help in the distribution, which has cost us around \$1500. If you could send inquiries to us on the basis of \$3 a hundred, or \$27 a thousand, we would be very glad to promptly fill the orders.

"Your cover editorial of August 18 is worth a great deal.

"I am enclosing clipping from the Boston Herald of last week, which contains a trustworthy letter from Ethelbert V. Grabill, the Reporter of Decisions of the Supreme Judicial Court, showing clearly the cause of the seven-year delay of the Sacco-Vanzetti case and also how that, through an act secured by the former Attorney General, Honorable Jay R. Benton, together with the decisions of the justices of the Supreme Court on this very case of Sacco-Vanzetti, there can never again be any long drawn out murder trial in Massachusetts."

### COMMUNITY ADVERTISING GROWING.

**F**IRST crediting the figures to a compilation by the Bureau of Advertising of the American Newspaper Publishers Association, Editor and Publisher, the newspaper men's weekly paper, discloses that "51 cities and five State groups of the United States are investing \$4,703,333 in community advertising this year." The cities, it appears, account for \$4,350,000 and the five State or regional associations for the balance.

The Bureau's list of community advertising appropriation for 1927, as credited by Editor and Publisher to the compilation, names the following Southern cities:

Asheville, N. C.	\$100,000
Atlanta	250,000
Biloxi, Miss.	15,000
Birmingham, Ala.	10,000
Chattanooga	65,000
Charleston, S. C.	25,000
Daytona Beach, Fla.	20,000
El Paso	35,000
Fort Worth	10,000
Greensboro, N. C.	30,000
Jacksonville	135,000
Kansas City, Mo.	150,000
Key West	23,000
Miami	250,000
Memphis	50,000
New Orleans	20,000
Norfolk, Va.	100,000
Orlando	50,000
Palm Beach	50,000
Sapulpa, Okla.	2,500
Savannah, Ga.	50,000
St. Petersburg, Fla.	250,000
St. Augustine, Fla.	100,000
Tampa	145,000
Tulsa, Okla.	25,000
Wilmington, N. C.	25,000

From this table it appears that of the 51 cities appropriating \$4,350,000 the South shows 26 cities with a total of \$1,985,000. These appropriations, it may be repeated, are for 1927 only. This list does not by any means include all Southern cities which are advertising rather heavily. We will be glad to give space to all such cities carrying on community advertising, which were omitted by Editor and Publisher.

More in detail, Editor and Publisher quotes C. G. Milham, executive secretary of the All-Year Club of California, as follows: "A survey of the community panorama at the beginning of 1927 is bewildering. It is doubtful if anyone can say how many community advertisers there are and just how much they are spending. There are dozens in the national field, scores advertising on a regional basis and hundreds engaged in more or less local appeals." To which Editor and Publisher adds:

"These appropriations range from as low as \$1000 to as high as \$700,000. California can probably still claim leadership among the boosters. The citizenry of two cities of the State, anxious to have Easterners go there to live and spend their money, contributed \$1,100,000 this year for advertising, the two proud California cities being Los Angeles, with an advertising appropriation of \$700,000, and San Francisco with \$400,000.

"Florida as a State is second to California as a believer in the power of advertising. Some of the cities with money available this year to be used to tell about themselves include Daytona Beach, Jacksonville, Key West, Miami, Palm Beach, St. Petersburg, St. Augustine and Tampa."

The Bureau's book cites the Department of Commerce as authority for a statement that 329 cities invested an average of \$11,000 each in advertising during 1926, says Editor and Publisher.

For every State, county, city, village or other community in the South there is food for thought in this material. Advertising is an investment, rather than an unremunerative expense. Advertising pays. Every State, county, city, village or other community in the South well may study and ponder these figures.



## TO URGE CONGRESS TO PROVIDE FLOOD PREVENTION.

**I**N anticipation of the convening of Congress on the first Monday in December, the Mississippi Valley Association will prepare at its meeting in St. Louis, November 14 and 15, to urge an appropriation of \$100,000,000 a year for probably 10 years, or an aggregate of \$1,000,000,000, for waterways work and flood prevention in the Mississippi Valley and the area of 1,200,000 square miles from which the streams pour into the Mississippi basin. While advocating an expenditure of \$100,000,000 a year, the Association does not actually specify 10 years, but that is the idea in mind.

A tentative bill to this end has been prepared by Judge W. G. Streett, Lake Village, Ark., vice-president of the Mississippi Valley Flood Control Association, and is said by Judge Streett to have the approval of 12 members of the Senate and, in parts, of Secretary Hoover.

At a recent meeting of the Mississippi River Commission, at which this measure was made public, speakers asserted that the people of the flood-devastated regions now are squeezed between the millstone of "high water and high taxes," the latter arising from the building of levees, and are actually unable to pay more money for that feature of protection. "It is as much the Government's business to handle this problem alone as if the city of New York were threatened with a foreign invasion," said Judge Streett to the Commission.

The program prepared for the Mississippi Valley Association, to consider in December, in part, is as follows:

"Improvement and use of all navigable rivers of the country, for cheap transportation.

"Further development and improvement of ocean and great-lakes harbors.

"Building of dams for hydro-electric power, and to aid the navigability of certain rivers.

"Building of storage basins for irrigation of arid lands.

"Construction of spillways, where needed, for control of floods.

"The building of levees for protection against floods upon all rivers where such protection is necessary in the judgment of the Board of United States Army Engineers.

"Reclamation of swamp areas, and use of such land for agriculture, fish, game and wild life preserves.

"Building of reservoirs to hold back the flowage of surplus waters, and to prevent floods.

"Reforestation of denuded areas.

"Development of hydro-electric energy, to be economically distributed to industries in the Mississippi Valley."

The report then continues:

"The suggested program can be completed in 10 years. Its cost will be trivial when compared with the resultant benefits.

"We must not limit waterway legislation to flood control alone. Waterway development and flood control go hand in hand.

"We are now spending \$50,000,000 a year upon the improvement of our rivers and harbors. For the past four years we have been spending \$10,000,000 a year additional for flood protection upon the lower Mississippi. Increased appropriations for the enlarged program for flood control must be provided to eliminate future disastrous floods which have for years been devastating the rich and fertile areas traversed by the Mississippi, Ohio, Tennessee, Cumberland, Illinois, Missouri, Arkansas and other rivers.

"The cost of this national undertaking need not cause a ripple of anxiety. Spread over a period of 10 years, the annual cost of carrying through this program will be no more than we are now spending for battleships, an expenditure which brings no financial return.

"Much, if not all, of the money outlay will be returned through the sale or lease of the power that will be created: from the sale of Federal lands at their largely increased value, and from the substantial taxable wealth that would be created by the carrying out of the proposed program. All of this would happen in addition to the prevention of the tremendous losses which have been incurred in past years

from serious floods, and which will be continued as long as nothing is done to prevent them."

President Smith estimates that the convention of the Mississippi Valley Association in November will be attended by "the representatives of the 60,000,000 people who inhabit the Mississippi Valley States," and he asserts that "a firm and determined stand on this vital subject" will be taken. The Mississippi Valley territory, he figures, sends to Washington "more than 60 per cent" of the membership of Congress.

In its report from which we have taken these facts, the Mississippi Valley Association expresses confidence in the integrity of our Army engineers and their ability to handle this great problem, but the Mississippi River Commission, dominated by Army engineers, has sadly failed in the past and one reason for this is to be found in some statements in a letter from Charles U. Gordon, a leading business man of Greenville, Miss., who writes:

"As I see it, one of the objections to leaving the Mississippi River in the hands of the Army engineers is due to the fact that *they have a system of rotating officers*. It matters not how capable a man may be, if he is assigned to a post on the Mississippi River and in four years is transferred to some other part of the world, the experience he has gained here is lost to us. For one, I feel that the engineers assigned to duty on the Mississippi River should remain here permanently. If this cannot be accomplished by some rule in the Army, it would seem to me that the Army engineers should be eliminated and the supervision of the river be placed in the hands of civil engineers. This is a problem for the Government to work out and I am sure the very best judgment will be exercised in the future, but I think a great many people feel that assigning Army engineers to the river for a period of four years and then placing them elsewhere, while it may be beneficial to the engineers, is detrimental to the control of the river, and the experience gained becomes lost action."

## HOW ABOUT THE WEATHER BUREAU?

**W**ITHOUT holding any brief for Herbert Janvrin Browne of Washington, the "long distance" weather forecaster, the MANUFACTURERS RECORD is not without some mood of sympathy with Mr. Browne in certain comments on the Federal weather bureau, although hardly going to the extremity of criticism which he recently expressed. Mr. Browne's grievance seems largely personal, in that, he alleges, the weather bureau has indirectly tended to discredit his forecasts and the fulfillment of some of his predictions.

Months ago, Mr. Browne forecast a cool summer, a prediction distorted by "smart" newspaper men to a "summerless summer." That it has been an unusually cool summer is common knowledge to the people of the North and West at least. The weather bureau in Baltimore, for instance, says that August was the coolest August in the history of the bureau. Yet, says Mr. Browne, the Federal weather bureau not only failed to predict frosts in certain parts of the country, in the summer, but actually suppressed later the fact that these frosts had occurred.

In defense of the weather bureau and in line with an utterance of the Baltimore bureau, late in August, it may be said that perhaps these frosts only "seemed" to be frosts. For, said the Baltimore bureau, while the temperature for that city had been 4 degrees below normal for the month, it had only "seemed" to be cooler, because of "considerable lack of sunshine." Perchance, there only "seemed" to be frosts, because of lack of frost-preventing heat.

The weather service of the Government has become a very important factor in the life of the people, especially the agricultural element. It must not be permitted to deteriorate. Mr. Browne has made definite, specific charges, alleging incompetency, and asserts that he will demand an investigation by Congress. The importance of the service and the standing of Mr. Browne as an authority on the weather certainly seem to make such an investigation advisable.

### "UNSCIENTIFIC FREIGHT RATES."

JOHN L. COBBS, JR., director of public relations of the Atlantic Coast Line Railroad, sends the MANUFACTURERS RECORD an interesting statement in reply to a recent editorial in the Star of Orlando, Fla., which was republished in this paper. Mr. Cobbs has written a detailed statement, giving some facts in regard to errors made in its statement which we republished, and other information of interest as bearing on freight rates.

From Mr. Cobbs' letter to the Orlando Star, we take the following:

"A recent issue of your paper contained an article, 'Unscientific Freight Rates,' in which the following statements were made:

"When it costs nearly twice as much to bring a carload of furniture from Jacksonville to Orlando as it does to bring the same car from High Point, N. C.; when it costs more to bring a carload of paving brick from Jacksonville to Orlando than from either Ohio or Illinois to Jacksonville, it is pretty clear that figures are based on false reasoning, especially when it is shown that the same railroad company will haul the same car of brick through Orlando to Tampa, 100 miles farther, for less money than it hauls it to Orlando."

"Later on, in the same article, the statement was made that 'it is now possible for a California shipper to send his product after it reaches Denver, Col., clear across the country to Key West, Fla., at less than a carload of Central Florida oranges can be sent to Key West for.'

"I am sure that the Orlando Reporter Star would not willingly print misleading or incorrect statements, but I hope to convince you that the statements quoted above are both incorrect and misleading, and that the author of the editorial has been misinformed in regard to the freight rates in question."

"The first part of the statement quoted above is so worded as to convey the idea that it costs nearly twice as much to bring a carload of furniture from Jacksonville to Orlando as it does to bring the same car from High Point, N. C., to Orlando. The minimum carload charge from High Point to Orlando is \$164.40. From Jacksonville to Orlando, the charge is \$100.20. These figures show the inaccuracy and misleading nature of the statement."

"The second part of the above quoted statement conveys the impression that it costs more to bring a carload of paving brick from Jacksonville to Orlando than from either Ohio or Illinois to Jacksonville. The following tabulation showing the per car charge on paving brick from Jacksonville to Orlando in comparison with the charges on the same car to Jacksonville from Alton, as representative of Illinois shipping points, and Oak Hill, as representative of Ohio points, will clearly prove the incorrectness of the statement in question:

From	To	Carload charge
Jacksonville, Fla.	Orlando, Fla.	\$41.67
Alton, Ill.	Jacksonville, Fla.	137.50
Oak Hill, Ohio	Jacksonville, Fla.	115.00

"The statement was also made 'that the same railroad company will haul the same car of brick through Orlando to Tampa, 100 miles further, for less money than it hauls it to Orlando.' I am giving below a comparative statement showing that neither are the per car charges on paving brick from Jacksonville to Tampa lower than from Jacksonville to Orlando, nor are such charges from Alton, Ill. or Oak Hill, Ohio, to Tampa lower than from the same points to Orlando:

From	To	Carload charge
Jacksonville Fla.	{ Tampa, Fla.	\$46.67
	{ Orlando, Fla.	41.67
Oak Hill, Ohio	{ Tampa, Fla.	150.00
	{ Orlando, Fla.	142.50
Alton, Ill.	{ Tampa, Fla.	260.00
	{ Orlando, Fla.	248.00

"It should be explained that the rates from Alton, Ill., to Jacksonville proper and from Jacksonville to Orlando and Tampa are based on a carload of 50,000 pounds, while from Alton to Orlando and Tampa rates are based on the published minimum carload of 80,000 pounds. This accounts for the apparent discrepancy in the rates from Alton to Jacksonville and those from Alton to Orlando and Tampa."

"In each case, the figures given prove the inaccuracy of the statements made in the editorial."

"The rate on oranges from California to Key West is \$1.55 per 100 pounds, carload minimum 36,000 pounds, or \$558 per minimum car, to which refrigeration charges would have to

be added. This rate amounts to 64.7 cents per 100 pounds from the representative California shipping point of Sacramento to Denver, and 90.3 cents per 100 pounds from Denver to Key West. The minimum per car earnings for the portion of the through hauls from Denver to Key West is \$325.08, plus the cost of refrigeration."

"The rate on oranges from Fort Pierce, Fla., to Key West is 36½ cents per box, or for a fully loaded car of 360 boxes, \$131.40. From Orlando, the rate is 56 cents per box, or for a car of 360 boxes, \$201.60."

"It is evident, therefore, that statements in the editorial regarding rates on citrus fruit are incorrect."

"It is true that there is a blanket rate from California on oranges which extends from the Eastern Seaboard back to Denver, which was made effective some years ago to enable California oranges to compete in Eastern markets with Florida oranges. During the period of Federal control of the railroads, the United States Railroad Administration extended this blanket adjustment into the State of Florida. Steps are now being taken, however, to end the blanket at Jacksonville and to make the rates to South Florida points by the addition of proportional rates beyond Jacksonville."

"The present rates enable growers of Florida citrus fruits to ship their oranges into the markets of more than 85 per cent. of the population of this country at less cost than can their California competitors."

"Any adequate discussion of rates and rate making would require more time and space than either you or I have to give it. The point that should be borne constantly in mind in any discussion of freight rates is that the rate structure in this country has grown with the growth of agriculture and industry and that, whatever its imperfections may be, it has made possible an industrial and agricultural development that is unparalleled anywhere else in the world."

"If at any time in the future you desire information regarding freight rates or the freight rate structure, I am sure that our representative in Orlando will take pleasure in seeing that you are given full and accurate figures."

Another view of freight rates is given in a letter from the Blue Ridge Talc Company, Inc., of Henry, Va., which in referring to the article in the MANUFACTURERS RECORD of August 4, "Unscientific Freight Rates," gives some facts that should be carefully studied by the railroads of the South. One remarkable statement made in this letter is that it costs 20 per cent more freight to ship that company's products to Laurinburg, N. C., than it does to Montreal, though the distance to Montreal is five times as great. Surely, that would seem to be an unscientific freight rate which should be adjusted."

If our readers have any information as to such freight rates, we shall be glad to have the opportunity of publishing actual facts and at the same time we would ask railroad people to give their side of every case presented."

The Blue Ridge Talc Company writes as follows:

"As an illustration of what Southern freight rates actually are, as compared with others, we have prepared the subjoined. We being producers of the articles mentioned it naturally reacts against growth of our industry."

SOAPSTONE, PULVERIZED, L. C. L. PER 2000-POUND TON.		
To	Ton rate	Miles
Buffalo, N. Y.	\$10.80	689
Pittsburgh, Pa.	9.40	420
Marshall, N. C.	13.50	270
Tarboro, N. C.	13.90	377
Monroe, N. C.	14.40	196
Greenville, N. C.	13.90	350
Bryson, N. C.	16.40	313
Flint, Mich.	13.30	622

DRY MORTAR COLOR.		
To	Ton rate	Miles
Ottawa, Canada	\$15.90	1014
London, Canada	16.00	826
Montreal, Canada	15.90	1140
Marshall, N. C.	18.70	270
Tarboro, N. C.	18.70	377
Monroe, N. C.	17.50	196
Greenville, N. C.	17.70	350
Bryson, N. C.	20.20	313
Laurinburg, N. C.	18.90	207
Lugoff, S. C.	20.30	513
Lumberton, N. C.	14.40	288
McRoberts, Ky.	27.10	620
Whitesburg, Ky.	24.80	605

"The above shows how we have to pay almost 20 per cent. more freight to Laurinburg, N. C. a distance of 207 miles, than to Montreal, Canada, five times as far away."



## INTERESTING AND IMPORTANT DECISION IN AN ELECTRIC LIGHT RATE CASE.

THE decision of the department of public utilities of Massachusetts in the Worcester Electric Light Rate Case, reducing the net maximum charge to be made for electricity in the city of Worcester by the Worcester Electric Light Company from 7 cents per kilowatt hour to 5 cents, is of much more than local interest, as it reveals the reasoning by which the decision was attained. The new rate applies on all bills for meter readings after June 15, 1927. The petition for a reduction was made by customers of the electric light company and also by the Mayor of Worcester. The decision of the department, among other things, says:

"Much of the property of this company has been built up out of earnings. So far as we are aware, it has never been definitely established that, in determining the base for the fixing of rates, consideration cannot be given to the fact that the value of the property employed has been largely developed at the expense of the public by the expenditure of past earnings, exceeding a fair return upon the capital invested. From the inception of this company and for a long time prior thereto, public utility corporations have been organized and regulated in Massachusetts upon the theory that the investor had no just complaint if he received a fair return upon the capital honestly and prudently invested by him in the property devoted to the public use. The conception of the people of this Commonwealth of the relationship of public utilities to the public has been in contrast to that of the public in other States. \* \* \*

"We are of the opinion that in this Commonwealth a rate based upon reproduction value, less observed depreciation, is not only unsound legally and historically, but also economically. It assumes the reproduction of a plant, which as a matter of fact would not be reproduced as is, and on a basis which men of sound business judgment do not consider in determining the value of their plants for other than rate-making purposes. Depending, as it does, upon the level of prices of labor and materials projected into the future, it creates a constantly varying rate base, which is not easily or speedily capable of determination, but, on the contrary, involves long and expensive investigations, culminating in a composite guess not based wholly upon facts, but upon conjectures as to the future. And when that composite guess, called the reproduction value, is finally determined, the factors may have so changed that it can no longer be of value, and the process must be repeated. It does not enable justice to be done speedily and efficiently, either to the public or to the investor. In periods of enhancement of prices, the public, under this theory, is compelled to pay exorbitant rates. In periods of depressed prices, the investor is compelled to receive much less than a fair return upon the capital invested. A goodly portion of the plants of many of our electric companies was built after the war in an era of high prices. If there should be a sharp decline in prices in the next 10 years, rates based upon the reproduction theory would be such as would prevent the investor from receiving a fair, if any, return upon his investment. A theory which produces such results cannot be maintained.

"Regulation should be certain, definite and capable of speedy application in the determination of rates which will do justice both to the public and to the owners of the utility. We believe that a rate base which takes as the controlling factor capital honestly and prudently invested possesses these qualifications and under normal conditions is sound both in law and in economics."

Furthermore, the department concludes that the reduction of the maximum rate of 7 cents to a lower figure will not deny the company any constitutional right if the reduced rate produces an adequate return from the class of business to which it applies, after the payment of such portion of the operating expenses and fixed charges as should be allocated to this class. It is also thought that the company can reasonably be required to reduce its maximum rate to 5 cents a

kilowatt hour and in addition to this opinion the department says: "We are unable to see how a maximum rate of 5 cents a kilowatt hour will infringe any constitutional right or will be in any way unreasonable to the company."

The new rate was approved by Chairman Atwill and Commissioners Goldberg and Stone, but Commissioners Hardy and Wells thought that a maximum rate of 4½ cents should have been fixed, Mr. Hardy taking occasion to point out that in the last 8½ years the ratepayers of the company contributed in rates a sum of money sufficient to permit the company, after the payment of all expenses and fixed charges, to pay in dividends \$4,420,946, or \$362,723 more than has been paid by the stockholders of the company since its incorporation, and it has in addition carried to its depreciation reserve \$2,612,130 and added \$788,238 to its surplus.

The opinion is generally interesting, especially because of the department's viewpoint concerning the building up of much of the company's property out of the earnings. The expressed views concerning the base for rate-making are also of broad importance, because of the bearing they may have upon cases before similar public service bodies in other States.

## THE FLOOD SITUATION AND THE FEDERAL GOVERNMENT.

A WESTERN business man, who recently requested some sample copies of the MANUFACTURERS RECORD, writes:

"Even more thoroughly than I expected, the MANUFACTURERS RECORD has covered the broad situation presented by the Mississippi flood and has put it up to the Administration as an urgent national problem. In asking a special session of Congress to deal with the emergency and in pointing out the necessity of large appropriations, the MANUFACTURERS RECORD is both wise and bold, beyond the political and time-serving daily press.

"You will not be heeded at the Nation's capital, except perhaps to be reproved, but the South will endorse your stand and the whole country will shortly be convinced of its justness.

"I am saying this to you personally, and with no wish for publication, as a Northern man and Republican who helped to elect Mr. Coolidge and six of his predecessors, and I will add that I am fed up.

"Keep up the fight. Success to you."

Although this is a personal letter, we feel justified, without mentioning the writer's name, in giving it, as it voices the views of thousands of people throughout the country in regard to the necessity of this flood situation being handled by the Federal Government and handled in a broad way to meet the difficulties created by the disastrous flood, due to Government failure to handle the situation in the past.

## EX-GOVERNOR COMER PRAISED.

"IT was his desire at all times that the Avondale Mills should be one of the leaders. His first thought was to keep them strong so that people who moved within their shadow could depend upon regular employment," remarked the Avondale Sun, house organ of the Avondale Mills of Alabama, in the special edition of tribute to their late president, Ex-Governor B. B. Comer of Alabama. Over 130 personal messages and editorial comments of sympathy are given in this edition.

## TELLING THE SOUTH'S STORY.

JOHN HAMILTON, JR., of the International Derrick and Equipment Company, Columbus, Ohio, in acknowledging receipt of the Blue Book of Southern Progress writes:

"It is a very valuable work, and we are more than glad to get it. I have started the copy around through the various executive offices for their information and consideration."

### To Stimulate the Cheese Industry in the South.

A new idea is being broadcast in the South by a Chicago manufacturing concern which is bringing to the section what is practically a new industry—cheese-making, with its necessary background of dairy farming, for which the South possesses almost unlimited natural resources. The Kraft Cheese Company announces a program of Southern expansion and has pledged its support to the development of cheese-making and dairying in the Southern States. It estimates an increase of \$10,000,000 annually in its own gross business as a result of these new sources, while regular condenser prices will be paid for milk.

According to John H. Kraft, vice-president, factories will be opened at Durant, Miss., and Dyersburg, Tenn., and another plant will be in operation at Louisville, Miss., within 60 days. For the present, each plant will be equipped to handle 50,000 pounds of milk per day, but they will be capable of expansion to at least a 100,000 pound capacity as the milk supply increases. It is estimated that \$500,000 will be paid to farmers by each factory during the first year.

"The South is really much better adapted to dairying than the North," said Mr. Kraft in announcing his company's plans. "The mild climate makes green feed available 10 months in the year, as compared with five months in the North. By proper rotation of crops, fresh feed may be had in the other two months, also. This is particularly fine for our industry, since grass-milk cheese is considered better and fresher than any other. The climate, for some reason, has been considered one of the chief reasons why cheese was not manufactured in greater quantity below the Mason-Dixon line. Any such difficulties, however, can be overcome by modern equipment, controlled temperatures in curing rooms and good cold storage facilities. At each of our plants we guarantee to take all the milk offered."

Development in the Southwest is also under way. Arrangements have been made with J. A. Kemp, president of the City National Bank of Wichita Falls, Texas, for a similar plant to be located in that city.

"An assured outlet for milk will give a tremendous impetus to dairying," said Mr. Kemp recently, "and should assure us a prosperous farming district, rivaling any other section of the country. The Eastern and Northwestern sections of Texas are ripe for great agricultural development, now that irrigation systems are being completed. Business leaders in Wichita Falls are doing everything possible to break up the present system of all-cotton raising by tenant farmers and bring about dairying and poultry raising. We are glad to co-operate with the Kraft Company, since there is not a single cheese plant in our part of Texas at the present time, and very few outlets of any other kind for milk."

Careful study of conditions in Tennessee, Mississippi, Arkansas and Texas was made before the Kraft Company embarked on its program. Herman Laabs, a dairy expert, having been to Tennessee and Mississippi to look over the territory and report on the advisability of opening cheese plants. Shortly afterward, Mr. Kraft and other officials of the company went to inspect locations which were said to be desirable. In Dyer county, Tenn., they reported exceptionally productive soil. Within a radius of 15 miles of Dyersburg there are 9000 milch cows, according to a recent survey in the district. The county has 72 miles of concrete roads, a very important factor in supplying a plant with large amounts of sweet, fresh milk. Local officials and business men were eager to co-operate in the establishment of the plant, which is being housed in a four-story, concrete building formerly used by a milling company.

In Mississippi, Durant and Louisville were selected because of natural advantages similar to those offered by Dyersburg. R. H. Pate, secretary of the Mississippi Progressive Club, with

headquarters at Jackson, predicts that within a year the Durant section will be producing 200,000 pounds of milk daily. Twenty-two delivery routes leading into Durant are now being established. Several other towns also are under consideration for the location of Kraft factories.

"We believe that our activities in the South will be mutually profitable to us and the people in the districts which we are entering," said Mr. Kraft. "Agricultural leaders agree that in the South King Cotton must give way to diversified farming, if greater prosperity is to be had, and diversification hinges largely on livestock, particularly dairying. We are told that the outlet for milk is limited and, with very few exceptions, there are no cheese factories to be found in the States in which we are interested—Mississippi, for example, has one; Wisconsin has nearly 2800."

The Kraft Company officials expect to make the South a great consuming area, also, and feel that, as a Southern product, the cheese will find ready acceptance in Southern markets. Thus, freight charges, spoilage in shipping, and competition against Northern cheese will be decreased. It is also planned to export through the Gulf of Mexico, which can be done at a considerable saving from the present system of shipping by rail to New York, it is pointed out. While the consumption of cheese for the entire country has been gradually increasing, the consumption is about 4.5 pounds per person each year, as compared with about 20 pounds in most European countries, while Switzerland consumes 26 pounds, according to the Kraft Company.

The Kraft Company was founded by J. L. Kraft, who reached Chicago in 1904 with \$65 in cash and a determination to start a cheese business. He bought a horse and wagon and started out to sell cheese in packages to grocers. After numerous difficulties, including a loss of \$3000 for his first year's operations. Mr. Kraft placed his business on a paying basis and brought in with him five brothers. The company has factories in England, Australia and Canada. Thirty varieties, sizes and types of cheese are manufactured, but all kinds of cheese, of which there are about 327, are handled. During 1926, the company's gross business is reported to have totaled more than \$39,000,000.

### Ten-Story Hotel to Cost \$350,000.

McAllen, Tex.—Bids are expected to be invited within thirty days for the erection of a ten-story hotel here to cost \$350,000, the first unit of which will contain 157 rooms and baths. The building, which will be erected by M. R. Nelson, will have a reinforced concrete frame with cement tile walls stuccoed on the outside and plastered throughout the interior on masonry and metal lath partitions. Ornamental stone will also be used in construction. The design is Spanish, the roof is to be of mission tile, with Spanish tile bulkheads and inserts placed around the exterior. One-story portions in either side of the main building will provide roof gardens, to which entrance will be had from the mezzanine floor of the main portion of the building. Space will be provided on the ground floor for stores and offices. Harvey P. Smith of San Antonio is the architect.

### Hampton Roads-Mediterranean Service.

According to a press report from Richmond, Va., a regular steamship cargo service will be established, beginning September 26, by the American Export Line from Hampton Roads, Va., to French and Italian ports on the Mediterranean Sea, such as Marseilles, Leghorn, Naples and Genoa. The steamship Carenco will sail on that date. It is further stated that the Consolidated Navigation Company will represent the line in relations with the several railroads reaching Hampton Roads traffic territory.



# Some Aspects of the Background of the Present Situation in China.

By DR. CHARLES K. EDMUNDS.

[Dr. Charles K. Edmunds was for 17 years president of Canton Christian College (now Lingnan University) and since 1924 provost of Johns Hopkins University from which post he resigned last November, in order to go to China on a special commission to reorganize the University in Canton. In connection with that task, he has visited not only Canton, but also Shanghai, Nanking, Hankow and Peking, interviewing governmental officials, educators, gentry and merchants in each place. Dr. Edmunds is a Baltimorean. Probably no other American has had a better opportunity to study China or was better fitted for such a task. Perhaps in view of the strong endorsement of Dr. Edmunds on our cover page it might be added that he is not a relative of the Editor of this publication.—Editor Manufacturers Record.]

Completely to understand, or even to describe the present situation, in China, seems impossible; but, a closer appreciation of its main outlines can be had through a consideration of at least some of the background. Recent events, being in the foreground, loom large and, receiving too much attention, become distorted in comparison with the background which is needed to give them their true significance. This article devotes itself chiefly to a brief review of those earlier events and primary factors, with an indication of proper American policy.

Three fundamentals to any consideration of things Chinese are simply stated, but hard to realize: China is very large, very old, and subject to a peculiar process.

The population is so vast that were the Chinese people to pass a given point in single file at ordinary marching rate the procession would never end; for, by the time 300,000,000 passed a new generation would have been born and would be on its feet at the other end of the line. In 1924, the customs administration's estimate was 444,653,000 total Chinese population.

Before Abraham left Ur of the Chaldees, China inaugurated a civil service examination system which was not modernized until 1905 A. D. It is impossible fully to realize the effects of a stereotyped education working on so large a mass for such a length of time. Naturally, it has taken over a century of modern contacts with the West to offset some of those effects. But, the immense inertia was finally overcome and the great body began to change. The motion has become more evident as it has gained in speed, but actually it has been going on for 120 years. The peculiar process, which has become more acute in the last 20 years, and most acute in the last 25 months, is so fundamental that it is best described in anatomical terms: The Chinese backbone is coming to the front.

Three elements compose the spinal cord about which this Chinese backbone has been concreting itself: The modern student, the modern merchant and the modern laborer. The most active of these is the modern student, who has often inspired the merchant, as well as the laborer, into action or attitude. The development of this backbone has been stimulated by foreign contacts. These have been of two kinds—first, with uncultured barbarians from the north, the Mongol and the Manchu, who overcame the Chinese by superior physical force, but whose culture was completely inferior to that of the Chinese; second, "barbarians" from the west, with superior physical powers, based on the applications of modern science as part of a culture which was, in some respects, but by no means in all, superior to the culture of the Chinese. Naturally, the results of these two types of contact have been different. The Chinese gradually absorbed their conquerors of the first type; but, when brought into contact with the west,

more highly organized politically and economically as well as in a military way, there has arisen primarily a conflict of cultures. That is the essence of the present relation of China and the so-called Powers. "The pen is mightier than the sword," Westerners have often said. Do we really believe it? Our contact with China is a test case. Personally, I am betting on the pen—and, at that, a pen in Chinese, as well as in western, hands.

These two kinds of foreign contacts overlapped during the Manchu Dynasty, which ruled China for nearly 300 years, 1614-1912. The contact between the Western Powers and China has involved three principal factors—the merchant, the missionary and the minister (diplomat), corresponding, respectively, to commerce, culture and control (regulation). They arrived in the order cited. The modern merchant and the missionary carried on for many decades without any treaty basis; but, in 1842, as the result of armed conflict with Great Britain, China engaged in a treaty which opened the way for consular and diplomatic representatives.

Besides definitely ceding Hongkong to Great Britain and opening five ports to international trade, this treaty also introduced into China's contact with the West three new factors, which gradually grew to be of paramount importance: Indemnity, tariff control, extra-territoriality. This last relates to the legal status of the individual foreign resident. A fourth factor, closely related in effect to extra-territoriality, but legally distinct, involves the alienation of the land of China in three different forms: Leased areas, concessions and settlements. Foreign residents naturally congregate mostly in the principal treaty ports, and there it is that the most direct contact with foreigners is had by some 10,300,000 Chinese, about 2½ per cent of the total population. Chief among these contact areas is the International Settlement at Shanghai, where some 40,000 foreigners reside. In contrast with these concentrated contacts, there are scattered throughout China some 10,000 Christian missionaries at over 1500 stations, often isolated and manned by only one or two missionaries. These are "immersed," as it were, in a Chinese environment and naturally the effects of this type of contact on both Chinese and foreigner differ radically from those of the treaty port contacts.

As a result of the stimulation which these foreign contacts have given to the development of Chinese backbone, there have been several "surges" of the Chinese toward independence. The first, the Taiping Rebellion of 1850-64, involved 14 years of conflict, accompanied by enormous losses. Although owing its origin partly to ideals imported along with Christianity, it later became almost fanatical. The significant fact is that, while directed against the Manchus, it was finally suppressed only with Western aid. As a matter of fact, in spite of Manchu domination, the Chinese people enjoyed, as they had already done for centuries, a very high degree of local autonomy in every village, city and province. They got along with the least possible amount of governmental

machinery, and were content to leave to the Throne all responsibility for national integrity and dignity. They rather regarded the earlier encroachments of Western Powers as buccaneering exploits and something of a joke on the Throne. The Manchus had usurped it; let them look after it! Even the conflict with Great Britain in 1841, and with France as well as Great Britain later, and the serious consequences as expressed in the resulting treaties of Nanking and Tientsin, left the people generally indifferent to these actions by "barbarians" from the West, although, of course, many Chinese merchants were glad enough to trade with them.

But when, in 1895, "pigmy" Japan, which had got its culture from China, defeated its tutor and followed Western Powers in exacting cessions of territory, money indemnities, more treaty ports, navigation rights on inland waters and other special privileges, the Chinese people, and not only the Throne, were aroused to a sense of their weakness as a nation. That is when the Nationalist Movement really began. The slumbering anti-Manchu feeling flared up anew and popular resentment grew strong against the Manchus who, foreigners themselves, were selling China piecemeal to other foreigners in return for assistance in holding their Throne in China.

So rapid was the series of "forced sales" that within three years after the war with Japan there was not left to China on its whole 3,000 miles of coast a single worthwhile harbor in which it could assemble its own vessels without foreign consent. Foreign merchant ships were allowed to ply on the Yangtze. Foreign powers talked much of their respective "spheres of influence," and a distinguished British sea lord even published a large book under the title, "The Break-up of China." Small wonder, then, that the Empress Dowager had little difficulty in turning Chinese hatred from herself and her house against the foreigner—and the second "surge" of the Chinese toward independence, as embodied in the original Boxer Rebellion of 1900 against the foreign Manchu Dynasty, almost at once became the Boxer uprising against the foreigners from over seas.

The Boxer protocol, besides providing for a special area in Peking for the use, and completely under the control, of the foreign legations, with their own guards, and for foreign patrol of Peking's communications with the sea, also imposed on China a total indemnity of \$300,000,000, so that for the first time in China history the revenues of the government were less than its expenses. Hence, loans had to be contracted with the bankers of the very countries which had imposed the indemnities and which, by virtue of earlier treaties, controlled China's tariff, so that she could not increase her revenue by way of increased customs dues without the unanimous consent of some 14 foreign Powers. But, the results of the Boxer uprising and of the protocol with foreign Powers were not all bad. For, such was the shock to official China that educational reforms were immediately inaugurated to give the Chinese the knowledge which appeared to be the basis of Western superiority. The period 1900 to 1912 was one of intense educational activity, not only in China, where a system ranging from kindergarten to university was developed with most remarkable speed and creditable results, but also among the Chinese abroad. Dr. Sun Yat Sen travelled about, preparing the movement which was to finish the Manchu control and recover "China for the Chinese." This movement threads its way steadily through all the internal and international complications from 1900 down to date, and throughout that whole period has closely cultivated the mind and the heart of young China at school.

In this same period, the Manchu Rulers added new fuel to the fires which were already being fanned by the movement just referred to. The Throne not only contracted enormous foreign loans, but also dared to impair autonomy of the provinces by pledging provincial revenues. The central govern-

ment also granted railway concessions to foreigners and proposed a scheme to nationalize all the railroads; whereas, hitherto, the development of railways had been regarded as a provincial prerogative. Popular resentment expressed itself in student protests and strikes; merchants through their organized guilds refused to pay taxes, and open revolution in 1911 marked the third "surge" of the Chinese toward independence. Such was the progress of this 1911 revolution in the far west and throughout the southern half of China that the Manchus were forced to abdicate. Yet, the strong man among their Chinese henchmen, Yuan Shih Kai, backed by foreign recognition and finance, was able to secure such a compromise with the so-called "Southerners" that he was himself named President of the proposed Republic of China, replacing Dr. Sun Yat Sen, who in turn became the head of a newly formed bureau for the development of railways. Yuan, however, assumed a virtual dictatorship; he ignored Parliament, abolished provincial assemblies through military suppression and even resorted to assassination of Kuo-min-tong leaders. He contracted further foreign loans of 25,000,000 pounds sterling without the sanction of Parliament and, in spite of the protests of chambers of commerce in such important cities as Shanghai and Canton, foreign bankers advanced the money. Thus strengthened, Yuan attempted to make himself Emperor; but, popular protest was so widespread and so strong that his own generals everywhere refused to support him and he died, discredited, in 1916.

In 1915 taking advantage of the absorption of the other Powers in the World War, Japan's aggressions in China reached a maximum and found expression in the Twenty-One Demands, the granting of which in full would have made China a second Korea. As it was, their unveiling of these demands served to arouse the Chinese to a national consciousness which was welded and made effective in spite of official weakness at Peking. A nationwide boycott of Japanese goods finally forced Japan out of Shantung and drove from power in Peking the governmental clique which was subservient to Japan.

The four years of Yuan Shih Kai's dictatorship were followed by a decade, 1916-26, of "military adventuring" and rivalry between a dozen generals whom he had established in various parts of the country as his agents of suppression. Even in this period of sectional strife, there was some progress, in that the number of these war lords grew steadily smaller, while the power and the quality of the survivors improved. Moreover, as soon as Yuan Shih Kai's treachery to a representative form of government became manifest (which was almost immediately after he assumed the title of "President of the Republic"), the peoples party (Kuo-min-tong), under the leadership of Dr. Sun Yat Sen, resumed its preparations for the overthrow of the form of government Yuan really stood for, and after Yuan's death this decade of warfare between the Tuchuns at the expense of the people only served to strengthen Dr. Sun's program and to bring forth younger men more able than he to achieve the end which he so ardently advocated. Dr. Sun's death in 1925 gave the opportunity to introduce into the Kuo-min-tong propaganda a characteristically Chinese combination of filial and patriotic piety in commemoration of his long years of devotion to the threefold cause of nationalism, democracy and economic improvement of the masses of China—for, these are the so-called "Three Principles" of Sun Yat Sen—now adopted as the slogan and aim of the Peoples party. The rapid spread of these doctrines throughout China, followed since 1925 by either military occupation, conversion or conquest of over half of China by the Nationalist forces, has marked the latest "surge" of the Chinese people in their long struggle to establish a free government.

Having seen the last 24 years of that struggle at close range



in every province of China, and having enjoyed the acquaintance of many of the leaders in it, I am convinced of the ultimate triumph of a Peoples party—perhaps, the present Nationalist party, purged of the extreme radical element.

To my mind, the complete subordination of the military to the civil authority in China is bound to come—indeed, is steadily on its way, many press reports to the contrary notwithstanding. I am not unmindful of the difficulties or of the danger and uncertainties—I have only recently visited both Central and North China, as well as in the South. Though the Peoples party in its Communist section has, indeed, been “playing with fire,” its dependence on Russia has been exaggerated, and I believe the responsible party leaders have learned a salutary lesson. It is not, in my judgment, a correct diagnosis to say that the Russians are responsible for the whole of the turbulent character of the Nationalists’ campaign against foreign privileges in China. This campaign is the natural culmination of a process that has been going on for at least two decades, to my knowledge and observation. The Russians have come in on top of an inevitable movement.

The status of foreigners in China, with their special privileges, is unnatural and is bound to pass. This being so, it would have been much better for foreign interests had the Powers concerned in the unequal treaties, and especially those concerned in the maintenance of the settlements and concessions, moved definitely toward an adjustment to future conditions, instead of attempting to hold on and yield only as forced to by special pressure, which, if once developed and its use demonstrated, assumes, as it has already done, a drastic form, hurtful to foreigners and Chinese alike. The Chinese are determined to control affairs in their own country and there is no stopping them, even if we wanted to. Moreover, they are bound to perform their own experiments in self-government. I do not fear that the Chinese will really attempt communism in its Russian form and, while I have been fearful of labor troubles, it now seems clear that as the new government gets effective control it is proving itself, as at Canton and Shanghai, able to cope with such problems. Yet, whatever the incidental troubles may be, China will learn how to maintain order within its borders, and how to handle its international relations, only by trying out its own experiments in self-government and self-determination. The driving force of the present revolution is not anti-foreignism or communism, but pro-nationalism. With the rise of nationalism in China, we fully sympathize.

American policy in China should have a three-fold aim: To develop Chinese confidence in us, by the removal of all sources of irritation and distrust; to develop American trade under conditions which will lead to stability, and to secure for the United States a permanent influence in the Far East, so that it can help to solve international disputes without recourse to war.

Theoretically, there are three courses before us, with reference to China: The big stick, the maintenance of the status quo, negotiation. Resentment at outrages suffered by some foreign residents and at insults to the American flag, and fear that a policy of conciliation will be interpreted as weakness, have led some to advocate armed intervention. But, to be effective, the big stick would have to be too big. No government could obtain popular backing for extended operations in China. We can, therefore, rule out the possibility of aggressive action, except under extreme provocation, the chances for which, to my mind, are small.

Next in order are those who favor the maintenance of the status quo, and they are perhaps the most numerous. True, the disordered state of the country makes further concessions difficult. Until due protection is afforded, no further negotiations should take place, say the protagonists of “wait and

see.” But, at best, this is a negative policy, which will not re-establish lost prestige, and which assumes that our taxpayers will support the present enlarged armed force in China indefinitely—for, it is sure to take China a long time to establish a permanent and strong central government. If the Powers hesitate to proceed further in the matter of treaty revision, Chinese opinion will continue to be mobilized against the foreign powers and boycotts will recur. Continued delay only gives color to the propaganda that we, as well as the other Powers concerned, are not sincere in our declarations of readiness to make adjustments.

The third policy, one which, in common with many who know China well, I have been advocating, is that of continued negotiation with the de facto government or governments of China, with the object of completely revising our treaty relationship with it and of surrendering all non-reciprocal rights that the present treaties afford. To be sure, such a policy can be carried out only by slow degrees, and only as the government or governments of China are able to do their part. During a period of years, there would have to be cooperation in such matters as the control of the Shanghai International Settlement and in the jurisdiction over foreigners. There would be need for patience, but in the long run the Chinese would be convinced that we were absolutely sincere in our determination to treat China exactly as we treat other foreign Powers, and to give up those privileges we do not enjoy in any other country.

But, we are told, such a policy will destroy Western prestige in China; every concession will be made the occasion of fresh demands. Yet, an enlightened and unselfish policy is always apt to be regarded as weakness until practice demonstrates its power. We must not, of course, forget the difficult position of our nationals engaged in commerce in the treaty ports, who would naturally be apprehensive at the abandonment of what they have hitherto regarded as essential safeguards to trade. They will have to balance the risks and decide whether it is better to possess the present “safeguards” of concessions and extra-territoriality, a constant source of irritation to national sentiment and an opportunity for misrepresentation by agitators, or to make a fresh bid for Chinese goodwill by giving up these privileges. Some residents in the Far East, with many years’ experience of dealings with the Chinese, maintain that American merchants can get on quite well in the open ports, and think that they would be “infinitely better off if there were not a concession in the length and breadth of China.” A Chinese with a sense of grievance is difficult to deal with; but, once one removes that grievance, he is a most reasonable being, with a strong sense of justice and a respect for fair dealing.

We come to the main difficulty, and it would be foolish to underestimate it, in the absence of any strong central authority with whom to negotiate and the constant change of governments. But, whatever Chinese government emerges, we may be sure it will insist on treaty revision; this is the one subject upon which all factions are agreed. Another danger which must be faced is the serious risk of the failure of China’s credit, if and when the customs pass out of the control of foreigners. We must not forget, however, that there are stable elements in China just as anxious to safeguard Chinese credit as we are. We admit that a policy of friendship and cooperation has its uncertainties, but it is a risk worth taking.

The present state of chaos and disunion makes action difficult, but the forces of reason are bound to win. Let us courageously make terms with the effective leaders of Chinese national opinion, as soon as those leaders emerge competent to negotiate. We should put ourselves in the position of the educated Chinese, try to see things through their eyes and be quick to seize the first opportunity for offering the most

generous terms of cooperation with any Chinese government that possesses the requisite authority. The opportunity may come sooner than we suppose.

Most Western correspondents upon whom the people in the United States and Great Britain largely depend for their impressions fail to evaluate fairly the conflicting cultures of the Occident and Orient, and too readily assign ultimate validity solely to the Occidental variety. They are unconsciously looking through glasses so tinted with a concentrate of Western culture as to exclude, or at least reduce, some of the essential elements of the situation. They seem not to sense that what is going on in China and between China and the other Powers will have its effect in a modification of Western thought and modes—industrial, social, political—just as truly as that China's thought and modes will be changed. While we must discount the extreme attitude which some Chinese assume, it is equally necessary to discount the extreme attitude many Westerners adopt.

Somewhere between these two there surely lies a composite of ideals, ideas, practices and policies which will ultimately emerge, and to which China, as well as the more modern nations, will make valuable contributions. The process is not one of reshaping China to a Western mold, but of reshaping the world so that the best elements of both Occident and Orient shall be preserved for mutual benefit.

Even in mission work, a new mode seems called for. Instead of only crusades from the West to evangelize the world, we are rather witnessing the beginning of a new and incomparably more difficult enterprise, in which Orientals will take their own distinct share, dedicated to the Christianization of the world, both East and West.

### Sub-Contracts on \$650,000 Building Group.

The Angle-Blackford Company of Greensboro, N. C., general contractors for the erection of the new \$650,000 home office building group near Greensboro for the Pilot Life Insurance Company, advise that excavation is being completed and nearly all foundations have been poured. The group contains three buildings located about seven miles from Greensboro, to be finished in old Virginia Colonial brick with variegated limestone trimmings, slate roofs and arcades connecting all structures. Zantlinger, Borie & Medary of Philadelphia, and Harry Barton, Greensboro, are associated architects; H. A. Hopf Company, New York, engineer; I. H. Francis, consulting engineer, and Robert B. Gridland, landscape architect, both of Philadelphia. Principal sub-contracts have been awarded as follows:

Limestone—Indiana Limestone Company, Bedford, Ind.  
Granite—Greensboro Cut Stone Works, Greensboro.  
Reinforcing steel—Greensboro office of Truscon Steel Company, Youngstown, Ohio.  
Structural steel—Carolina Steel and Iron Company, Greensboro.  
Hollow tile—Merry Brothers, Augusta, Ga.  
Millwork—Oettinger Lumber Company, Greensboro.  
Miscellaneous and ornamental iron—Price-Evans Foundry Company, Chattanooga.  
Plastering—James A. Smith & Son, Durham, N. C.  
Steel casement sash—J. S. Thorn Company, Philadelphia.  
Kalamein doors—J. D. Wilkins, Greensboro.

### For Improvement of Virginia Livestock.

Virginia today leads all the Southern States in the number of farmers who have signed agreements to increase the quality of their livestock, according to the annual report of the Virginia Agricultural Advisory Council just submitted by John R. Hutcheson, director of extension of Virginia Polytechnic Institute, Blacksburg. Mr. Hutcheson gives credit for the improvement to farm organizations, banks, railroads and civic clubs which have participated in the campaign.

### Non-Union Coal Production Saving the Country From Shortage—Stocks Declining.

The amount of coal in storage continues to decline, the reduction being from four to five million tons per month since April 1. The National Association of Purchasing Agents' coal survey shows a total of 58,448,000 tons on hand as of August 1.

Bituminous production in July was 2,300,000 tons less than in June, but since August 1 bituminous production has been mounting, until the week of August 13 reached the high point since the start of the strike, 9,090,000 tons a week. Anthracite production was 5,034,000 tons, very low as compared with previous months. Combined production of bituminous and anthracite amounted to 38,597,000 tons.

Non-union production is now at 9,000,000 tons a week and indications are it can be increased, as there is still plenty of spot coal available. If non-union production can be built up to a maximum of 10,000,000 tons a week, with the union mines still not in operation, stocks then will decrease approximately 4,500,000 tons a month, says the Association. The statement continues

"With stocks on hand as of August 1, approximately 58,500,000 tons, and declining say at the rate of 4,500,000 tons a month, it would take about five months, or to the first of the year, to reach less than a normal stock condition. This is all dependent upon the average condition throughout the country, certain districts necessarily suffering more than others in having to draw coal from illogical sources, with the longer freight rates increasing the cost of their coal. It is also dependent on non-union production being able to produce continually at 10,000,000 tons. They may do better. There is a possibility that they may not be able to do this continuously. It is also dependent upon the consumers as far as possible maintaining their stocks and purchasing reasonably priced coal, as available, to take care of consumption. In other words, it would appear that the market can be maintained on an even keel, if coal buyers throughout the country will follow a policy of continuous conservative buying."

#### COMPARATIVE ESTIMATES OF U. S. PRODUCTION, CONSUMPTION AND STOCKS OF ANTHRACITE AND BITUMINOUS COAL IN INDUSTRIES OF THE U. S. AND CANADA.

	U. S. production	Industrial consumption	On hand in industries
March .....	64,075,000	43,237,000	65,735,000
April .....	43,109,000	38,600,000	77,455,000
May .....	44,475,000	37,817,000	72,288,000
June .....	41,989,000	34,656,000	66,510,000
July .....	38,597,000	32,658,000	62,800,000
August 1 .....			58,448,000

### Prosperous Conditions in Texas Livestock Industry.

It is estimated that Texas ranchers in the last seven months have received \$70,000,000 for cattle, hogs and sheep. According to the Fort Worth Star-Telegram more than \$35,000,000 in actual cash was paid to livestock producers through Fort Worth banks alone since January 1. This income is derived from the sale of fewer livestock than ever before in Texas' ranch history, except under war conditions, and accounts for the reports of general prosperity which have come throughout the year from all the cattle sections of West Texas.

### \$750,000 Park Program at Louisville.

Louisville, Ky.—A committee headed by Mayor Joseph T. O'Neal has been appointed by Board of Park Commissioners to arrange details for an election in November on a \$750,000 bond issue to carry out a park program which will involve the acquisition of forested tracts and playground lands. At the same time a committee was appointed with R. R. Head, chairman, to confer with the Louisville Real Estate Board on the problem of dedicating playground space in each subdivision to be laid out.



# Florida's Rapid Economic Recovery.

By HOWARD L. CLARK.

To those who are not fully acquainted with the inherent possibilities of Florida, the rapid economic recovery it is making following the collapse of the speculative real estate period is amazing. "Florida was down, but it was never out," paraphrasing the Salvation Army slogan, and it had in its natural advantages full power to "come back." In editorially representing the case of Florida, in which the administrative record of Governor John H. Martin was discussed, the Mobile (Ala.) Register said:

"Governor Martin has accomplished much at a time when Florida was in a state of partial collapse in an economic sense, when banks were toppling and when other unquiet factors were weighing heavily upon the Commonwealth. Florida's recovery from a boom crash is a rather remarkable fact in the history of American States, and is something to the credit of the Governor of Florida that he had some part in making this recovery possible."

Governor Martin reminds us that the State does not owe a cent and has \$14,000,000 in the treasury. And this record has been made in spite of the collapse of the boom and in the face of the advancement made in public improvements in recent years. The great potential farm area of the Everglades is being reclaimed, progress has been made in public educational work at a time when the economic condition and the rapid increase of population brought about a chaotic situation, and highway and other public construction was carried forward at a remarkable rate.

In this connection, F. W. Berry, Jr., office engineer of the State road department, informs the MANUFACTURERS RECORD that during 1926 contracts were let for 605 miles of road and 9276 feet of bridges, at a contract cost of \$11,226,958. The total expenditure of the department, including contract work, engineering, payrolls and administration, was \$13,695,592, and this is separate from county highway work. The State road department awarded contracts for 441 miles of road and 6875 feet of bridges, at a total cost of \$8,493,565, during the first six months of 1927, or an aggregate contract cost this year, up to August 22, of \$12,347,117. Total State and County highway expenditures this year will approximate \$27,000,000. Highway work of such scope clearly indicates that the authorities of Florida are alert to the situation and are preparing for a greater development of the State.

Neither have the railroads halted with their plans for extensions and improvements. The Frisco System, for instance, has continued to push the rebuilding of its line from Kimbrough, Ala., down to Pensacola, Fla., 143 miles, and also to pursue rapid construction of its connecting line from Aberdeen, Miss., to Kimbrough, much of which will be ready for traffic this fall. Then, the Atlantic Coast Line has only lately completed its important connection from Monticello to Perry, Fla., 40 miles, in addition to following up the construction of extensions from Thonotosassa to Dade City and from Immokalee to Deep Lake, both in Florida. The Seaboard Air Line is continuing its extension work at two other places down the west coast of the State and the Florida East Coast Railway is pursuing the construction of an extension of its Kissimmee Valley division beyond Lake Okeechobee toward Miami. It must also be observed that the Seaboard Air Line has other extension plans, in addition to those mentioned, for the purpose of connecting certain lines for the advantage of through traffic.

General building contracts awarded in Florida during the first seven months of 1927 had a total valuation of approximately \$85,000,000, which is slightly more than half of the

amount reported for the corresponding period of the wildest boom days, but nevertheless it is more than the aggregate value of building contracts awarded for the whole of 1924. It must also be considered that the contracts let in the past six months for construction will be carried out, whereas, following the collapse of 1926, the cancellation of many contracts, even on work under way, was heavy.

The magnitude and substantiality of Florida's building operations at present are outlined in the following review of some of the major projects under way and proposed:

Florida Portland Cement Company, completing \$5,000,000 plant at Tampa.

Putnam Lumber Company, Jacksonville, building two plants near Cross City, Fla., at a cost of \$1,500,000.

Gulf Power Company, going forward with a \$3,000,000 expansion program.

Miami is spending \$2,370,000 on harbor improvements.

In West Palm Beach municipal and general improvement work costing \$8,000,000 is under way.

Hollywood's harbor, costing \$6,000,000, is under way.

Jacksonville is spending \$2,000,000 for power plant expansion.

At Clewiston, the Celotex Company interests of Chicago are planting sugar cane on a big scale, and will soon begin the erection of a large mill. Upon its completion, an insulating board plant is to be erected to use the bagasse.

The Brown interests of Portland, Maine, are going ahead with the development of a big acreage in the Everglades for the growing of peanuts.

The Putnam Memorial Bridge over the St. Johns River will be completed in November, 1927.

The Linde Air Products Company plans a \$500,000 plant at Tampa.

Work is progressing on the \$3,500,000 courthouse at Miami.

Contracts were recently let for the St. Andrews Bay bridges, to cost \$1,800,000.

Johnson, Drake & Piper plan a \$3,000,000 bridge across Pensacola Bay.

The Brown-Florida Lumber Company recently completed a big plant at Caryville.

St. Petersburg completed a \$350,000 sewerage system in July, 1927.

The First Baptist Church, Miami, is erecting a \$750,000 building.

The \$500,000 Halifax District Hospital in Daytona Beach is nearing completion.

Coral Gables recently let contracts for a \$250,000 convention hall.

A \$500,000 municipal auditorium for Miami is proposed.

The \$1,000,000 Manatee River bridge from Bradenton to Palmetto has been completed.

A \$600,000 Medical Arts Building is being built at Jacksonville.

The Seybold Baking Company, Miami, recently completed a big plant.

Volusia county is building a \$350,000 courthouse at Deland.

A \$1,000,000 residence is being erected for James P. Donahue, New York City, at Palm Beach.

A \$1,250,000 municipal hospital is under construction at Tampa, on Davis Islands.

St. Vincent's Hospital, Jacksonville, is being built, at a cost of \$1,000,000.

Sisters of the Holy Name of Jesus and Mary, Tampa, are erecting a \$650,000 convent.

Miami Athletic Club completed \$1,000,000 club building.

Dade County Board of Public Instruction, Miami, let contract in February for \$1,000,000 senior high school.

A \$1,500,000 hotel on Longboat Key, Sarasota, is nearing completion for Sarasota Ritz-Carlton Hotel Company.

A \$900,000 Dade county agricultural high school is being built at Lemon City.

The Florida Public Service Company is paying out this year \$5,000,000 for expansion of its facilities.

The Florida Power & Light Co., after spending \$15,000,000 in 1925, appropriated \$35,000,000 for expenditure during 1926 and 1927. The company bought a 40-acre site on Bay Marble Harbor, Hollywood, for a pier and fuel oil handling plant.

The Florida Power Corporation recently completed a 25,000-k.w. station near Inglis on the Withlacoochee River.

A Roman Catholic church, costing about \$200,000, is under construction at Daytona Beach, and many other churches are being built at other points.

During the first six months of this year, 665 issues of public improvement bonds, with a par value of \$261,456,000, were marketed in the 16 Southern States. Sales of Florida bonds amounted to \$70,445,000, representing 158 issues, placing the State ahead of all others in the South. The Florida sales included 57 miscellaneous issues, amounting to \$32,762,000; 58 issues for road and street work, aggregating \$18,868,500; 34 school bond issues, par value of \$4,929,500, and nine for sewer, drainage, water work and similar work, totaling \$13,885,000.

All of which shows conclusively that Florida is continuing to expand its housing and equipment facilities, and is laying a substantial foundation for future growth.

Following construction operations, the banking resources of Florida help to picture its present economic position. In a summary published in the August issue of "The Florida Banker," Jacksonville, Sidney A. Linnekin makes a comparison of Florida's financial structure as indicative of the standing of all the banks, based on 24 of the more important business centers of the State, which show that for these financial centers the banking capital, surplus and profits of June 30, 1927, amounted to \$27,689,125, as compared with \$23,061,520 on December 31, 1925, and \$15,753,684 on June 30, 1924.

Postal receipts are also another indicator of general business conditions, as business activity in a community is reflected in increased postal receipts. J. T. Stovall, Montgomery, Ala., recently made a comparison of postmasters' salaries, which are based on the percentage of receipts of each post-office, with the same salaries paid the previous year and submits the following:

"In 1926 there were 239 Presidential postoffices in Florida; 22 were raised to that class in that year, one was reduced to fourth class, 10 offices were reduced in salary, 69 offices remained at the same salary, 62 offices were raised \$100 per annum in salary, 47 were raised \$200, 16 were raised \$300, 12 were raised \$400, four were raised \$500, one was raised \$600, one \$800 and one \$1500 per annum.

"The 1927 annual postal guide embraces the time from July, 1926, to July 1, 1927. That takes in a goodly portion of the time that the reaction of the collapse of the boom was at its worst; also, the period of the disastrous tornado which damaged Miami and a portion of lower Florida. Notwithstanding this, we find that Florida has apparently not only not suffered any loss in postal receipts, but has actually increased them."

Standing of Florida postoffice, 1927, based on postmasters' salaries:

	NUMBER	PER CENT
Presidential offices.....	255	.....
Raised from fourth class.....	25	9.8
Reduced to fourth class.....	3	.....
Not changed in salary.....	74	29.02
Raised \$100.....	95	37.25
Raised \$200.....	28	10.98
Raised \$300.....	9	3.50
Raised \$400.....	5	1.96
Raised \$500.....	1	.....
Raised \$1200.....	1	.....

That Florida is still a Mecca for tourists is shown by the increasing number of motorists to the State during the past few months. Analyzing one principal motor tourist gateway into Florida, one finds that motorists are entering the State in steadily growing numbers, based on the statement of motor vehicles (other than Florida) and passengers passing southward over the Jacksonville-St. John's River bridge at Jacksonville. For the seven months ending July, 1927, there passed into central and southern Florida over the St. John's River bridge at Jacksonville 41,496 automobiles with "out-of-State licenses," which carried 162,231 passengers, as compared with 35,086 automobiles with 138,287 passengers for the same seven months of 1926, and 27,791 automobiles with 104,358 passengers, for the corresponding period of 1925. It may be of interest to note that during the last three months the number of motor tourists through this Jacksonville gateway into Florida has been nearly double the number passing into the State during the corresponding three months of 1926, which indicates that Florida's appeal to the summer vacationists and motor tourists is greater than ever before.

In conclusion, James B. Nevin of the Atlanta Constitution, giving a portion of his comment on present conditions in Florida, says, as reprinted by the West Palm Beach Post:

"Hundreds of millions of dollars spent by 'outsiders' in Florida—developing and beautifying cities and communities along the coasts and in the lake regions and expanding establishments of one sort and another—still are there, even if their erstwhile owners aren't. Florida always will be a land attractive to tourists—and there is no town, city, village or community in Florida today that has not at least one beautiful, modern, up-to-date hotel, built, in many instances, by get-rich-quick gentlemen who came, saw—but, failed to conquer!

"It is to laugh—and the last laugh is Florida's. It didn't take long to shake out the small fry and the fly-by-nights; and now that all of the shaking out has pretty well run its course, big and little—look at Florida. There she stands, beautiful, bewitching, even enchanting, with the most glorious climate imaginable and the finest equipment for the delectation and delight of pleasure seekers of any State east of the Rocky Mountains!"

But, Florida is not dependent upon its tourists. It is more than a great health and recreational center. Florida offers unlimited possibilities in the further expansion of its agriculture, which last year added \$88,000,000 to the wealth of the State, while its manufactured output, valued at \$267,000,000, and mineral production, valued at \$16,650,000, as of the census of 1925, further indicate its economic position among the States of the Union. With Florida's fast growing population and a further development of its natural resources, its wealth creative power in agriculture, industry and commerce will steadily expand.

### Incorporated to Advertise Louisville.

Advertising Louisville, Inc., is the name of an organization recently completed by a group of business men in Louisville, Ky., for the purpose suggested by the name. The organization is engaged now in raising by popular subscription a fund of \$600,000, to be used in the advertising campaign. It is planned to select an advertising agency of national repute. Coincidentally, the Kentucky State Chamber of Commerce is conducting a campaign to raise \$300,000 for a three-year campaign of advertising of the whole State.

### Commercial Potato Crop Analyzed.

The Department of Agriculture has recently issued a pamphlet "Origin and Distribution of the Potato Crop," by J. W. Strowbridge, principal marketing assistant, Division of Fruits and Vegetables, Bureau of Agricultural Economics. Leading problems of production and distribution are analyzed and numerous illustration charts are used.



## Southern Railroad Freight Rates to Undergo Complete Change.

By GEORGE H. MANNING.

A new basis of class freight rates will soon go into effect throughout the South and between Southern points and Northern and Eastern points. The Southern class rate investigation, which has been pending before the Interstate Commerce Commission for more than five years, apparently reached its conclusion recently, when the Commission issued its third supplemental report disposing of all proposed changes which had been suggested by various interests. It is generally believed that no further petitions seeking changes of importance will be filed and belief prevails that the tariffs will be published about the first of the coming year, to be effective on the usual 30 days' notice.

The last supplemental report deals with two petitions of the railroads—a general petition relating to rates between Southern territory and "Official territory" to the north and east, and the other seeking considerable increases in the rates in the Florida peninsula. The Florida increases were completely denied, but the original findings of the Commission were modified in various respects as they relate to inter-territorial traffic north and south. A number of minor petitions for changes in the original report were also disposed of, but their effects are all minor or local in nature.

The new rates are considered revolutionary by some persons and are constructed on an entirely different basis from those now in effect. Every point in the South is affected and every shipment moving on class rates. Many commodity rates on basic products will be changed later to conform with the new class rate basis. The present basis of rates, which is described as largely a collection of makeshift adjustments of the early days of railroads, has been junked almost completely and in its place has been set up a system which is said to come near to being a scientifically correct basis—as the Interstate Commerce Commission views rate-making—and yet one which is thought to be adapted to the transportation peculiarities of the South and not too abrupt a change to be workable.

A uniform system of 12 classes is set up, into which all freight not subject to special commodity rates is to be divided. Each of the classes below first class bears a definite relation to the first class rate, and the digression of the class rates could be charted to show an even curve. The present classes have no such graded relationship and the rates applying on some of the apparently lower classes are, in some cases, higher than the next class above. At present, there are in Southern territory six numbered classes and four lettered classes, A, B, C and D, while under the new scale the lettered classes become, respectively, 7, 8, 9 and 10, and two new classes are added, labeled 11 and 12. The scale for the first 10 classes was suggested by the Southern Traffic League and later approved by the railroads. The two new classes were added by the Commission and, while they will not be used at present, it is thought that they will soon find an increasing use on movements of low grade traffic now taking special commodity rates, thus simplifying the tariffs.

The existing classification of articles accepted for shipment by the railroads in Southern territory is not affected, since an article now rated class B, for instance, will henceforth move under the charge determined by applying the new scale for the seventh class. It is the hope of the Commission eventually to obtain a uniform classification system throughout the country, instead of the three now applying in the East, South and West, and the 12-class interrelated system

established for the South is proposed as something of a model for the rest of the country.

An entirely new basis for determining the rates to be charged for the various classes of freight moving within Southern territory or between that territory and points north of the Ohio and Potomac Rivers has also been established. Indications are that this scale will slightly increase the carriers' revenue over that now derived from class rates, when the entire Southern territory is taken as a whole. Some sections will obtain general reductions and some sections, notably the Carolinas, will suffer general increases; but, this is considered necessary in order to apply a practically uniform and scientific rate basis to the entire South.

The whole territory east of the Mississippi and south of the Ohio River and Virginia is to have the same rate scale, except the peninsula of Florida, which has a scale 15 per cent higher, a relation which Florida has always had, although it has never been set forth on a uniform rate scale. The Commission found no reason for maintaining different scales in different sections, and denied all requests of the railroads to charge higher rates in some regions to compensate for lower rates in others, or to set a high maximum scale so that the roads could make voluntary reductions in regions which have traditionally had lower rate levels. Except on certain weak lines, the scale applies uniformly according to distance, in both directions, and to all commodities not excepted by special tariff provisions. The same scale applies whether the haul is over a single road or over several lines.

When the investigation was started, it was announced that its primary purpose was not "either to add to or subtract from the aggregate revenues of the carriers, but rather to adopt a class-rate structure which will be as simple as it can be made, with due regard for the public interest, and free from undue prejudice, and which will serve the purposes that class rates ought to serve." Of the new scale which is to go into effect, the Commission said:

"It is believed that the new rates, if applied both interstate and intrastate, will more than maintain present revenues, particularly if many of the less-than-carload exceptions and commodity rates are gradually eliminated. The possible increase in revenue, if the maximum rates are uniformly applied, is justified, we believe, by the fact that class rate traffic is in general of such a character that, in revising the rates upon it, revenue doubts may well be resolved in favor of the carriers; or, to state the matter in another way, in favor of the commodity rates on traffic of a more basic character, the revision of which is pending."

It is the contention of the railroads that class rates have very little bearing on costs to the ultimate consumer. All basic commodities move on special commodity rates, which are set lower than the class rates to develop industry or maintain competitive conditions, while class rates are used to move merchandise, higher grade traffic, and goods which are not basic commodities or which do not move in great volume. Because of the muddled condition of the Southern class rates, commodity rates are used to a greater extent in the South than in any other section, and this has added to the rate confusion. With the revised class rates in force, it is believed that many of the commodity rates will be cancelled, leaving the class rates to apply, particularly the lower classes and the new eleventh and twelfth classes. The commodity rates were not an issue in this case, but their revision is now being

contemplated, and it is thought that some of them will be lowered, particularly the rates on commodities moving in large volume and of great importance to the prosperity of the South, and that this will even up both for the railroads and for the public the slight increase in freight revenue predicted from the new class rates.

The new scale has a strictly mileage basis, although the carriers are permitted to make reasonable groupings of nearby points and to establish rates slightly lower than the maximum scale in some places, where good reason is shown. A mileage basis of rates is new to the South, as a whole. Rates in the South became established at a time when railroads and water lines were engaged in a cutthroat competition for traffic. The railroads set very low rates between points where there was water competition and made up their losses by charging much higher rates at inland points. Different roads had different ways of fixing rates and, as the systems grew and overlapped, many anomalous situations resulted. Many points were grouped to take the same rate, and some of these groups are oddly shaped and unreasonably large.

These and other historical reasons left the South with a freight rate structure which might best be described as a "mess." The industrial development of the South and the fact that most of the Southern railroads are now formed into extensive and prosperous systems led to the conclusion that it was now time to revise the freight rates, and the more the matter was studied the more obvious it became that the old system should be entirely abolished and a new and scientific system established which would be simple, practical and adapted to the South's transportation conditions.

For years, the Interstate Commerce Commission has been trying to eliminate the enormous number of violations of the fourth section of the Interstate Commerce law, in the South, in charging more for a short haul than for a long haul over the same line. The way in which Southern rates developed made such situation very common and deep rooted. The new scale of rates entirely eliminates all these essentially unjust situations, except that the Commission will consider allowing minor violations to meet local competitive conditions.

This uniform mileage scale will apply to all traffic moving interstate between any two points in Southern territory, except Florida. It is expected that many of the State utilities commissions will require that this scale also apply to intrastate movements. Some sections of the South have traditionally had lower rate scales than others, and a vigorous fight was made to maintain this situation, but without avail. North Carolina particularly will suffer increases, as this and other States which are in the border territory between the South and the North and East have enjoyed a lower basis than more Southern States, due to the greater traffic density of the railroads passing through them carrying goods to and from the South. The Commission held, in effect, that the local rates in this border territory should not be lower than a reasonable level for the South, as a whole, simply because the railroads there carried through freight, and that the railroads in the border region also serve other parts of the South, and since there is no special difference in transportation conditions the carriers should apply a uniform rate scale.

"Summing up the situation," said the Commission, "it is a safe conclusion from the evidence that traffic densities and earnings are, on the whole, somewhat more favorable in the border States than in the more southerly States and that they are, on the whole, less favorable in Florida. But, there is nothing to indicate that they are more favorable in North Carolina than in any other State. In fact, the evidence leaves the impression that the contrary is true, at least as to Kentucky. And there is as much, and probably more, difference between the results of individual lines as between the average results for each of the States.

"It is true that if class rates are placed upon a uniform basis in Southern territory which will preserve existing revenues in the aggregate, North Carolina will lose where other

States will gain. On the other hand, the evidence indicates that if a similar process is followed, as is probable, in the revisions of commodity rates in Southern territory which are in contemplation, the results will be reversed. Taking all the evidence into consideration, we are not persuaded that the record justifies a concession in the maximum class rates to the so called border States as compared to the States lying to the South. In other words, transportation conditions are sufficiently homogeneous in the Southern territory, leaving the Florida peninsula out of consideration for the moment, so that if no distinction is made between standard lines, or between the main and branch lines of the standard roads, an attempt to draw a distinction between border territory and the more southern territory would be without sufficient justification."

Rates between Virginia and North Carolina on the one hand and the Northeastern States on the other were exempted from this investigation, because they were fixed in another recent decision.

This uniform rate scale begins with a first class rate of 34 cents per 100 pounds for a haul of less than five miles and ascends in mileage blocks to 1500 miles, thereby including the entire South. The rate of progression is rather steep up to 75 miles, since terminal charges at both ends must be deducted from the line-haul rate, and for longer hauls the rate of increase gradually becomes less as the mileage is greater.

In the Florida peninsula this same scale applies, plus a supplemental scale of mileage arbitraries which is 15 per cent of the general Southern scale. Thus, for hauls wholly within the peninsula, the rates would be 115 per cent of the basic rates, while for hauls only partly within the peninsula the percentage of increase over the basis rates would be less, the excess shrinking as the proportion of the haul within the peninsula decreases. At present, Florida rates are based upon the combinations of Jacksonville rates plus the local rates beyond. Jacksonville rates are depressed below the present level of Southern rates because of former water competition. As the new scale ignores water competition on hauls entirely within the South, this method of computing Florida rates would greatly increase the peninsula level. The new scale of arbitraries over the basic scale is devised to maintain about the same level of the peninsula rates to distant points, but will decrease the spread over Jacksonville rates, at the same time being more scientific and easier to apply.

Certain short and weak lines in the South have been allowed to charge a scale of rates somewhat higher than the basic scale. This was done to protect the revenues of some financially weak lines which carry little or no through traffic.

When the Commission came to the problem of prescribing interterritorial rates—that is, rates to apply on traffic between points in the South and points in the North and East—there were other factors to complicate the matter. One is the presence of water competition along the Atlantic seaboard and reaching inland considerable distances through joint rail and water rates. Another was the fact that what is known as Official class rates applying to Northeastern United States are entirely different and on a lower level than Southern class rates have been or will be.

The Commission held that there is no reason why the level of class rates between Southern and Official territory should be higher than the level of rates within Southern territory. This finding was made in the face of many objections from the railroads and the border cities which sought a higher basis for interterritorial traffic, although admitting that to the North the operating expenses and general level of rates is lower than to the South. These interests sought to keep the old method of making up interterritorial rates by the combination of local rates to and from the junction points, a method which produces higher rates and which the Commission has here discarded in favor of a uniform application of a straight distance scale. The new Southern classification is also made to apply on all traffic to and



from points in the Official classification territory, except that on traffic between points close to the border line an alternative method is permitted, consisting largely of the old combinations plan. This plan in general will lower rates to and from the North and East, and some Southern manufacturers and border line distributors objected on the ground that this reduction would benefit the North more than the South. The Commission now has under way an investigation of the Eastern class rates, similar in scope to the Southern class rate investigation, and when the Eastern case is decided it is probable that the interterritorial rate question will have a different aspect.

On North and South traffic which is to any extent influenced by water competition, the Commission divided all but the central interior part of the South into more than a score of groups. It then selected a number of key cities in the North-eastern States and, using both mileage and water competition, established a scale of rates to apply between the various groups and these key cities. Other points near these key cities are to have rates related to these key rates, a matter which the railroads are to work out among themselves.

The most important aspect of the Commission's findings regarding joint rail, water and rail rates between North and South is the abolition of "non-concurrence rates." Since most of the Northern roads were interested in all-rail routes to the South, they refused to join in rail-water-rail rates. So, the Southern roads and coastwise ship lines published rates via water between Northern and Southern inland points, and since the Northern roads did not concur in these rates they received as their divisions from this traffic their full local rates between the Northern inland city and the Northern port. With this system prohibited in the interest of water transportation, the Northern roads will receive divisions less than their local rates and the Southern roads will receive a division more properly related to the portion of the haul they perform.

For the North Central States, where water competition is not a factor, a different rate basis had to be established. Four mileage scales are set up, showing differentials to be applied in Official territory on traffic to or from Southern points, each scale to apply to traffic to or from a different zone in the South. The first three zones lie just South of the Ohio River, the end of the third being 340 miles South of the crossings, and the fourth zone is all the rest of the South. The differentials for the first three zones are proportionately higher than the fourth scale. This was done to compensate the railroads on short hauls for the expense of interchanging traffic and taking it across the Ohio River at the crossing points. Traffic to and from the central territory via the Virginia city gateways is to move on scales 3 and 4 of this table, depending on the distance of the Southern point from the gateway.

This final result is different in many details from the Commission's original report, although the general plan is maintained as first outlined. Many of the changes asked by the railroads to meet certain conditions have been approved, but others have not, the Commission deploring the fact that many of the requested changes have been matters of rate-making policy which the Commission had already decided, but which the railroads were reluctant to accept. Typical of this was the recent application of Florida carriers for a large increase, estimated by some to amount to 30 per cent, over the already higher rate level authorized for the peninsula by the Commission. In denying this request in its final supplemental report, the Commission pointed out in answer to the carriers' plea that their Florida revenue would be reduced about 7 per cent, that this eventuality was discussed thoroughly in the original report and that the Commission did not feel that this would injure the roads.

The new class rate basis which the South is to put into practice within a few months is the most thorough-going rate

revision over the largest area which has ever been attempted by the Interstate Commerce Commission. On the practical application of the plan will depend future revision of commodity and intrastate rates in the South and revision of all rates throughout the country, and traffic men, everywhere are closely watching the South's new freight rate system.

### Livestock Loss in Mississippi Flood Area.

More than 225,000 horses, mules, cattle, swine, and over 1,300,000 poultry were lost in the Mississippi River flood area which covered 4,417,500 acres in 124 counties or parishes in 6 States as a result of levee breaks and swollen local streams during May, June and July, according to the United States Department of Agriculture. Livestock losses included 25,325 horses and mules; 50,490 cattle; 148,110 swine; and 1,300 sheep.

Reports from crop estimators show that cotton was grown on about 2,600,000 acres of the flooded area in 1926; corn on about 1,100,000 acres; hay on about 360,000 acres, and other crops combined on about 370,000 acres. No estimates are available to show how much of the flooded area was replanted this year, inasmuch as subsequent crop reports from estimators in the various counties cover both the flooded and non-flooded acreage.

The flooded area in Arkansas is placed at 1,838,400 acres; Louisiana 1,112,200 acres; Mississippi 861,000 acres; Missouri 359,000 acres; Tennessee 195,000 acres, and Kentucky 50,000 acres. Arkansas lost 9,250 horses and mules; 7,100 head were lost in Louisiana; 7,375 in Mississippi; 1,000 in Missouri, and 600 in Tennessee.

Cattle losses in Arkansas were 21,060; 19,630 were lost in Louisiana; 9,000 in Mississippi, and 800 in Tennessee. Of swine, 66,590 were lost in Arkansas; 55,930 in Louisiana; 22,690 in Missouri, and 2,900 in Tennessee. Poultry losses totaled 525,440 in Arkansas; 487,830 in Louisiana, and 263,300 in Missouri. There were heavy losses of poultry in Missouri, and considerable loss of swine in that State, but no estimates are given.

### Offers to Purchase Electric and Water Systems.

The Georgia Power Company, Atlanta, wires that it has submitted a proposal for the purchase of the municipal electric distributing system and water-works of Griffin, Ga., and in addition to the purchase price has agreed, if the sale is made, to enlarge the water-works system by obtaining a supply from Flint River and building a system of sufficient capacity to meet the needs of the present and future for a water supply in Griffin and nearby territory.

Reports from Griffin state that the proposal involves a cash consideration of \$500,000 and an agreement to establish a pumping station on the Flint River, with suitable reservoirs, and to lay pipe lines of sufficient capacity to supply a minimum of 1,500,000 gallons per day as a first unit, all without cost to the city. With the proposed cash payment and the construction of additional facilities, the consideration for the plant is estimated as the equivalent of \$1,000,000 or more.

### Plans Soon for \$300,000 Courthouse.

San Angelo, Texas.—It is announced that plans and specifications for the new \$300,000 courthouse here for Tom Green county will be ready in about two weeks. The building will be 205 by 66 feet, three stories and basement, of reinforced concrete and steel, with Indiana limestone and brick exterior, marble corridor floors and wainscoting, terrazzo floors in other portions, tile partitions, Barrett roof and steel stairs. Anton F. Korn is the architect and R. O. Jamieson, engineer, both of Dallas.

# Log of an Arkansas Cruise.

## II.

By RICHARD WOODS EDMONDS.

(Continued from September 1)

The Farm Week held annually by the Arkansas State University in Fayetteville is said to be the greatest thing of its kind in the United States. In spite of the lateness of our arrival in the little city, its streets were busy with incoming farmers. When I looked down from my fourth-floor window the following morning after a sound sleep under blankets, I received an impression of an intensely active, progressive town. The throngs in the streets were largely visitors, but the progressive air of the town was native, and due, first, to the background impression, received overnight from a modern restaurant and hotel; second, to the appearance of the streets, the buildings and such details as the revolving pneumatic automobile elevator and other equipment in the service station across the street.

After breakfast, Mr. Pettie took me to call on a friend of his, Morgan McMichael, who promptly declared a holiday in order to show the visitors the town. In Mr. McMichael's car we drove to the top of Mount Sequoyah, almost within the city limits, and enjoyed the mountain scenery around 360 degrees of the compass; visited the campus of the university and saw two handsome new buildings of local stone—the first in an extensive new building program made possible by recent action of the legislature in providing a liberal State millage tax for the university's support; and then visited the golf links being laid out, chiefly on top of a hill from which views similar to those of Mount Sequoyah may be obtained. Of this golf course, I feel safe in saying it will become famous, for I do not know of another anywhere from which, as one plays, one may enjoy mountain scenery around the entire horizon as from a mountain peak. The old golf links is to be converted into an airplane landing field.

The skipper had

hope of returning that night to Little Rock by a different route, thus completing a 500-mile loop in two days. Therefore, we did not tarry long in Fayetteville, but continued north into Benton county, the northwesternmost county of the State.

This northwestern part of the State is a great apple and grape section. Grapes are a comparatively new crop for the State, but Arkansas apples for many years have been taking first prizes for flavor and color in fairs all over the country. Benton county, Mr. Pettie told me, is the largest apple-producing county in the United States, while Washington county comes second. The apple crop of the section finds a ready market in the central States, around Arkansas. Heavy shipments go also to Japan. In all directions orchards and vineyards dotted the hillsides, and on our way north from Fayetteville we passed within about five miles of Tontitown, the scene, several years ago, of the introduction of grape culture into Arkansas. The Tontitown developments are being followed by a very rapid spread of grape growing throughout all that portion of the State. Thousands of acres are already bearing. The quality of the grapes attracted the Welch Grape Juice Company and resulted in construction of a plant for their utilization.

From Fayetteville our course ran almost due north for 20 miles; then northeast to within a mile of the Missouri border. The country was wild and rugged. Where the road climbed to bold, lofty shoulders and peaks, we found numerous tourist cars parked while their occupants got out to stretch their legs and enjoy the scenery. As we advanced the ruggedness of the mountains increased. Where formerly there had been magnificent views over broad valleys to distant ranges, we came into a country of narrow gorges. On all sides



UPPER WHITE RIVER NEAR EUREKA SPRINGS, ARK.



we were hemmed in by towering, forested slopes. We talked of water-powers and storage reservoirs by dams that could be built almost as high as long in the deep gorges.

It was afternoon when we reached the oddest town I have ever seen—Eureka Springs, in Carroll county, about eight or ten miles south of the Missouri line. The town is built partly on the opposite slopes of a great and narrow ridge, partly in the gorge below. The road enters the town by the gorge,

of my readers has had the experience, I wish he would write in and tell me about it.

In Harrison, which we reached about 6 o'clock, I heard a good story about how Arkansas handles paid labor agitators. A few years ago some alien labor agitators came into this peaceful community, organized the labor on the North Arkansas Railway, which serves the town and the county, and called a strike. Bridges were burned and other property



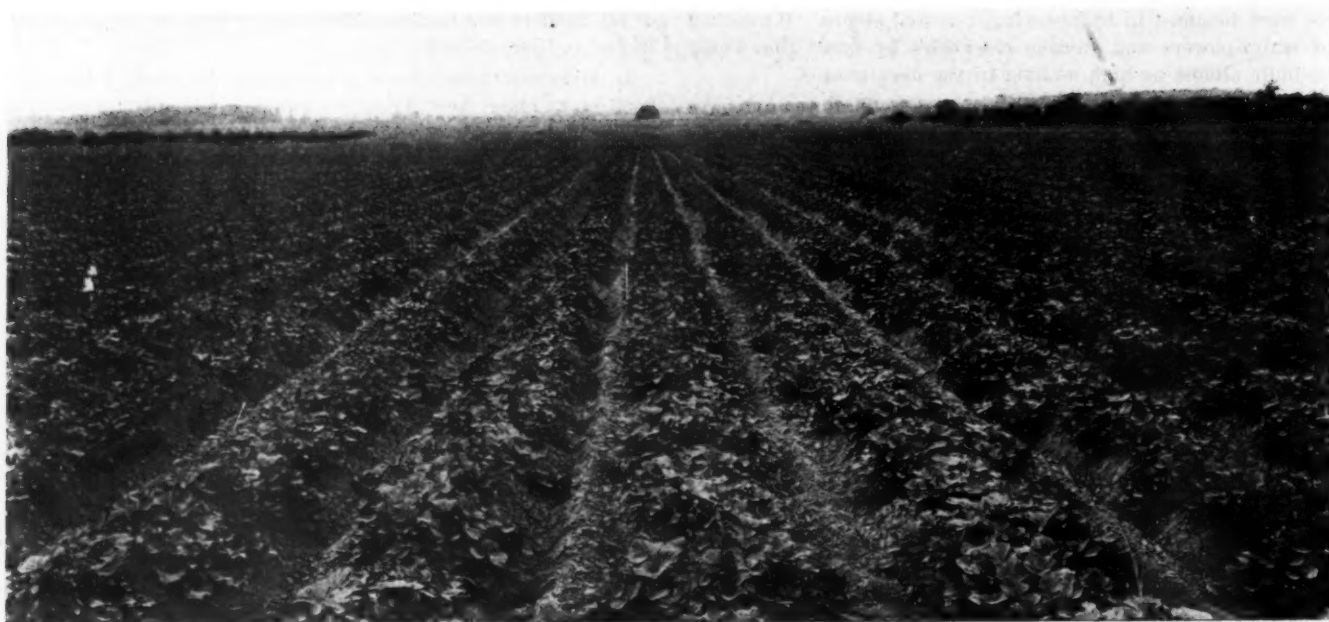
A BENTON COUNTY ORCHARD.

Arkansas apples have won first prizes in fairs all over the country. Benton County is one of the leading apple-producing counties of the United States. Hundreds of orchards like this contribute to the big total.

worms its way between houses plastered against the rocky walls behind them, secures a toehold on the slope and struggles upward. Once on top, it stays there, lying flat and winding tortuously along the sharp crest. Houses cling to the precipitous slopes, their front doors opening on the highway. Any ridge dweller harboring a grudge against his downhill neighbor could have his revenge by pouring a bucket of water out of his window into his neighbor's chimney and dousing his furnace or his kitchen fire.

Beyond Eureka the skipper turned the wheel over to the crew, in order to have a better opportunity to operate the megaphone. The country became less rugged as we advanced, and long stretches of valley road opened out to us. The road was gravel and, though there seemed to be little traffic, was so constantly dragged and scraped as to permit easy, comfortable driving at 45, 50 and 55 miles per hour. The skipper objected to anything over 50, because the wind blew down his megaphone and whisked his voice away; also, farmers were left far behind before they had a chance to reply. At one point a rocky stretch loomed ahead, but the rocks were small, and we maintained our speed. One of them evidently had a sharp edge, however, for it cut a three-inch gash in our left rear tire. In addition to the bumping of a flat tire, a slight drag of the left side was perceptible at that speed, and the crew had to steer against it. I have often speculated on the effect of a blow-out in a front tire at 55 or 60 miles. If any

damaged or destroyed. Business in the town suffered, but the farms suffered more; for without transportation crops were left to rot in the fields. The people of Boone county could not understand any right, constitutional or otherwise, under which paid aliens could come into their midst and so disrupt their business and destroy their prosperity. That railroad was vital to them, and they knew it. Accordingly they called a massmeeting in Harrison, headquarters of the agitators. Five thousand farmers gathered and, to be brief, appointed a committee to end the abuse. The committee ordered the agitators to depart. They claimed to be within their constitutional rights, but the committee, holding that constitutional rights were for the benefit of peaceful producers, not paid disturbers of the peace, made it evident that they would not be trifled with. The agitators left, the men returned to work, and no more labor troubles have vexed that part of the State, and so far as I could learn, with the exception of a peaceful strike going on now in the coal field of Arkansas to prevent a cut in wages, the State seems to be as little troubled with labor dissensions as any in the South. Incidentally, in these hills and mountains of the western half of the State there is an immense reservoir of vigorous, intelligent labor of that well-known American strain which derives straight and almost undiluted from early Scotch-Irish settlers. Like their brothers in the loftier ranges of eastern Tennessee and western North Carolina, they stay in their



A VALLEY FARM OF SWEET POTATOES NEAR ROGERS, ARK., IN THE NORTHWESTERN CORNER OF THE STATE.

loved hills and till their farms; but let a factory be set down in their midst and they swarm to its doors for employment. It will necessarily be decades before a scarcity of labor will be felt in these hills.

We left Harrison at 7 o'clock, with twilight slipping down the western slopes and filling the gorges. Due south of us, 70 miles as Lindbergh would travel it, lay Russellville, the point at which we would strike the highway we had passed over the day before, westbound, and by which we would return to Little Rock. By that tortuous mountain trail, it must be 120 miles; and Little Rock was 70 miles beyond Russellville. Such speeds as 50 and 55 miles were impossible, except occasionally, in short spurts; most of the way was made up of steep grades and sharp curves, with occasional

much as that one; the little bursts of speed on the straight-aways; the slowing down at sight of a curve, to keep within a speed at which I could always stop within the range of my lights; the complete freedom from interfering traffic; the sweetness of the mountain air, so cool we had to close the windshield—all combined to make a drive of rare delight. We stopped once to speak to two farmers hauling oak staves to a cooperage—apparently, an all-night journey for them—and once to lend our pump to a farmer who had repaired a punctured tire, but couldn't blow it up. I doubt that he saw another car that night.

We were traveling now through the Ozark National Forest, and that stretch of road maintained by the Government, if not the worst road I saw in Arkansas, was equal to the worst. About 11:30 we ran through a crude gate marking the limit of the United States forest road and came out on the broad, smooth, beautiful State highway running from Dover to Russellville, a distance of about 15 miles. I expected to speed up a little there, but the strain had tired my eyes and they began to play tricks on me. A great black cloud swept down from the right and obscured the road; a night bird darted into the range of the headlights—dozens had done the same thing earlier without disturbing one, but each time now I slowed the car almost to a stop. It was midnight when we reached Russellville and we stopped for the night.

There were blankets on the foot of my bed here, as there had been at Fayetteville; and I dropped off to sleep wondering what the people of the Atlantic Seaboard would give for such a climate. That night I dreamed I had made my fortune by inventing a process for transporting Ozark climate to the humid East.

(To be continued.)



A MOUNTAIN SCHOOL, BUILT OF NATIVE STONE, IN BOONE COUNTY, ARK.

hairpin turns. At 9 o'clock we stopped at a tiny mountain shanty where a young man—an electrician—came to this locality for the climate—kept a service station, and bought sandwiches. I noticed then that we had traveled 60 miles from Harrison, an average of 30 miles per hour, and felt well satisfied with my driving.

We had been chasing rabbits out of the road all the afternoon; shortly after leaving the service station, a fox trotted across the road so close that our front wheel almost touched his brush, and the green eyes of a wildcat threw back from the roadside the glare of our headlights.

The skipper took the wheel for an hour or more; then let me have it again. I have never enjoyed another drive so

### Contract for \$750,000 Building.

Houston, Texas.—The general contract has been awarded by the Houston National Bank to the Don Hall Construction Company of this city for the new building to be erected here at a cost of approximately \$750,000. The structure will be three stories and basement, 115 by 105 feet, of steel, concrete, terra cotta and Bedford stone construction on a granite base, with marble columns, rubber tile flooring and acoustically treated ceilings. Hedrick & Gottlieb of Houston are the architects.



# Southern States Not to Lose Federal Appropriations.

[Special Correspondence Manufacturers Record.]

Washington, September 3.

United States Comptroller General McCarl recently withheld the payment of \$6000 of Federal funds to the State of Tennessee for maternity and infancy welfare, on the ground that Tennessee had not paid all its debt to the United States Government. At once, it was assumed by many that four States generally reputed to be large debtors to the Federal treasury—three of them Southern States, North Carolina, Tennessee and Louisiana—would henceforth be denied Federal aid appropriations for roads, education, agricultural advancement or any of the other purposes for which the United States shares expense with the States.

This assumption is erroneous; for, while the action of the Comptroller General is no doubt a serious problem to the States concerned, it affects only appropriations of a special nature.

Federal funds for good roads, the largest of the Federal aid projects, certainly will not be affected by the ruling; certain other funds are now being studied to determine their nature, but it is thought that they are exempt, while the only fund definitely attached for debt collection is Federal aid for maternity and infancy welfare, and action on this has not yet been made final.

As virtually all the Southern States opposed in Congress at the last session and for years previously all Federal appropriations for Federal cooperation with the States in maternity and infancy welfare, the loss of this appropriation is not apt to be seriously felt by Tennessee, or by any of the other Southern States should the dictum in the case of Tennessee be applied to them. The Senators and Representatives from practically all the States in the South have consistently opposed this appropriation by the Federal Government, on the ground that it was an invasion of States' rights and that the Federal Government has no proper right to meddle in the domestic affairs of the individuals in the States.

Should the ruling as made against Tennessee be carried completely to a conclusion—and it is practically assured that it will not be—the greatest loss to North Carolina, Tennessee and Louisiana would be in the appropriation for good roads. The sum allotted to these States for good roads work in this fiscal year which commenced July 1, 1927, are: North Carolina, \$1,713,356; Louisiana, \$1,013,308; Tennessee, \$1,614,766.

Each of the Southern States would lose \$50,000 for aid to the land grant colleges, if it should be decided to stop all Federal aid until the States pay their alleged debts to the Federal Government—and that determination is extremely unlikely.

It was recently agreed by Treasury officials that the Federal Government should take steps to collect its debts more promptly, Uncle Sam in most instances being a notoriously easy creditor. So, a debt collection unit was established in the office of the Comptroller General, the chief of the general accounting office and auditor of all Government accounts. All debtors were card-indexed, and States, counties and cities were treated the same as individuals and corporations. Before any payment is made, the payee's debt card is examined and if money is due the Government this amount is deducted from the voucher and only the balance, if any, paid out.

The current fiscal year began July 1, and a few days later the general accounting office handled vouchers for payments of Federal funds to various States, to reimburse them for

expenditures for maternity and infancy welfare under the terms of the Shepard-Towner Act. Payments to two States, Montana and Tennessee, were held up, because these States were shown as debtors to the United States, and the funds were applied to the reduction of these indicated debts. This was simply a matter of clerical routine which is regularly followed in the case of private debtors; but, until the beginning of this fiscal year, there had been no occasion to apply the system to States.

All decisions of the general accounting office are reviewable by the Comptroller General, and the Attorney General of Montana has filed a brief protesting this action. Comptroller General McCarl is now studying the case and a ruling is expected within a few weeks. Tennessee has made no official protest and, although the action of the general accounting office was taken early in July, it has only recently come to the notice of the general public.

The forthcoming Montana decision will serve somewhat as a precedent, but Montana's debt is of a different nature than that of Tennessee, and the ruling might not apply entirely.

Back in the period of the Indian Wars, from 1832 to 1855, several States issued bonds to raise money for protection from the Indians. The Federal Government bought most of these bonds, and when they matured, some 50 years later, Tennessee, North Carolina and Louisiana did not pay them. No special steps—not even "dunning" letters—were made to collect these debts, but a statement that the debts were unpaid was sent to Congress every year, and is still included in the annual report of the Secretary of the Treasury.

In 1900, Congress directed that legal steps be taken to collect these debts. The Department of Justice instituted suits in the Federal courts, but before the suits came to trial the next Congress directed that these suits be withdrawn, which was done, but it is pointed out by the Comptroller General's office that Congress did not repeal the law directing that the debts be collected.

At the last auditing of these debts, the following amounts were said to be due: Louisiana, \$37,000 principal and \$17,220 interest; North Carolina, \$58,000 principal and \$88,140 interest; Tennessee, \$335,666 principal and \$157,830 interest. Since then, the debt of Louisiana has been reduced to about \$24,000 principal and \$12,000 interest by means of deductions from payments of the Federal Government to the State, made with Louisiana's consent.

Montana's debt is of a different nature and consists of an open account with the United States of moneys spent by both Governments for forest fire control. The balance swings back and forth somewhat, but at present it is in favor of the Federal Government in amount close to \$20,000. Negotiations for the payment of this debt are now under way. Other States at different times owe money to the Federal Government, but the only large amount for which provisions for payment have not been made are the Indian bond debts of the three Southern States, and Louisiana's debt is being gradually reduced. Should a State fund its debt or make some arrangement for deductions from payments spread over a period of years, as is the case with Louisiana's debt, it is probable that payments of Federal funds would no longer be withheld, according to officials of the Comptroller General's office.

Federal aid to State activities is of two kinds. In the case of the huge sums appropriated to help States build roads, the money is a direct appropriation to be apportioned among the States; it is in the nature of a gift, and cannot be attached for debt. The appropriation under the Shepard-Towner Act is considered a debt of the United States to the individual

States; a State which has spent money for maternity or infant welfare may send the Federal Government a bill for 50 per cent of its expenses, up to a certain maximum, but a State must apply for this aid and show what disbursements were made. Forty-five of the States are now drawing from this fund; but, while \$1,240,000 is the authorized maximum total, only about \$1,000,000 has been drawn for the present year's work. The appropriation for this work is to be continued only one year after the present, unless Congress amends the Act.

Under another Act, Congress appropriates \$50,000 annually for a land grant college in each State, but this also is in the nature of a gift and it is not believed that it could be attached for debt, although the bureau of education officials are now checking up the law on the matter. There is also a Federal appropriation of \$8,000,000 a year for vocational education, shared with the States on a 50-50 basis; but, although these payments are made to the State treasurers, it has been held that the States are only the custodians of these funds, which are to be disbursed on accounts of the institutions giving the vocational training. It is thought that money from this fund is not liable to attachment for debt, but the Comptroller General may be asked for a ruling on his matter soon.

The Department of Agriculture has a number of Federal appropriations which it uses in conjunction with State funds in forest protection, reforestation, agricultural research, farm experiment stations and similar projects, but as far as is now known none of these funds is of such a nature that it may be affected by the Government's debt collection plan.

It is probable that the Southern States owing Indian bonds debts will consider that it should be the policy of the Federal Government to absorb these State obligations and that Comptroller General McCarl will be asked so to rule. If he does not so rule, it is predicted that the expression of Congress will be asked. There is no appeal from a decision of the Comptroller General except to Congress, as he is considered an agent of Congress and subservient neither to the executive departments nor to the courts. Congress at one time directed that the States pay their Indian bond obligations, and it is probable that the Comptroller General will leave it to Congress to express its present policy toward these obligations.

### A Fight for Humanity and Justice.

Congressman Ewin L. Davis of Tenn., writes the MANUFACTURERS RECORD:

"I wish to strongly commend you for the valiant fight you have made for an extra session of Congress in order to deal with the flood situation. Your editorials were so absolutely convincing that they should have convinced everybody, but apparently have made no impression on President Coolidge and a few other administration leaders.

"I thoroughly agree with you that an extra session of Congress should have been called long ago, but, as that has not been done, it should still be called at the earliest date possible.

"I further agree with you that the Federal Government should take whatever steps, and make such appropriations, as are necessary to restore and rehabilitate the flooded districts and to prevent a recurrence of the floods in the Mississippi Valley.

"Again, I compliment you for your magnificent fight in behalf of humanity and common justice."

### Seek \$1,000,000 Bond Issue for Auditorium.

Atlanta, Ga.—An ordinance for the issuance of \$1,000,000 of bonds to erect an auditorium in Atlanta will be introduced in the city council by Alderman Robert F. Pennington. The proposal has the endorsement of Fred Houser, executive secretary of the Atlanta convention bureau, who declares that larger facilities are greatly needed.

### New \$420,000 Office Building at Anniston.

The new Liles Building at Anniston, Ala., has recently been completed at a cost of \$420,000. The structure is 10 stories, 120 by 60 feet, of fireproof construction, with concrete foundation, tile, terrazzo, concrete, hardwood, linoleum and rubber tile floors and built-up roof. It is equipped with metal doors, steel sash and trim, wire glass, mail chutes, elevators and ventilators. Warren, Knight & Davis of Birmingham are the architects and the A. J. Krebs Company of Atlanta, general contractors. Spiker & Lose, Atlanta, are the structural engineers.

Among the sub-contractors on the building are the following:

Reinforcing steel and metal tile—Southern General Fireproofing Company, Atlanta.

Cut stone—Southern Cut Stone Company, Atlanta.

Rubber tile and linoleum—W. A. Lippencott Company, Atlanta.

Marble and tile—Interstate Marble and Tile Company, Atlanta.

Painting—William Wilson, Atlanta.

Steel sash—David Lupton's Sons Company, Atlanta.

Elevators—Atlanta branch of Otis Elevator Company, New York.

Roofing and sheet metal—Interstate Roofing and Foundry Company, Anniston.

Structural steel—Ingalls Iron Works, Birmingham.



THE LILES BUILDING, ANNISTON, ALA.

Miscellaneous iron—Ironart Company, Birmingham.  
Glass and glazing—Birmingham branch of Pittsburgh Plate Glass Company.

Wiring—Alabama Supply Company, Birmingham.

Plumbing and heating—Michael Supply Company, Talladega, Ala.

Millwork—Enochs Lumber and Manufacturing Company, Jackson, Miss.

The building is owned and operated by the Anniston Office Building Company, of which Luther B. Liles is president.



# The Appalachian Power Conference and Its Importance to the Country.

By COLONEL JOSEPH HYDE PRATT.

The third meeting of the Southern Appalachian Power Conference, to be held at Chattanooga, Tenn., October 13 to 15, promises to be the most important and largely attended gathering of its kind ever held in this country. Among the subjects that will be discussed are:

"Pernicious Interference with Operation of Federal Power Act."

"State Regulation vs. Government Operation of Power Plants."

"Is There a Power Combine Affecting the Public Welfare?"

"Power Administration from Standpoint of the Producers."

"Power Administration from Standpoint of the Large Consumer."

"Flood Control."

"Power Development in Relation to Navigation."

"State Waterpower Laws and Their Importance from Standpoint of Federal Waterpower Act."

"River Flow Observations and Their Significance."

"Relation of Agriculture to Industry."

"Decentralization of Industry."

"Chemistry in Industry."

"Electrification of Rural Sections and Farms."

"Use of Power from Muscle Shoals."

Among those who have accepted invitations to address the conference are Governor Austin Peay of Tennessee, former Governor John M. Parker of Louisiana, O. C. Merrill, executive secretary, Federal Power Commission; Dr. H. W. Morgan, president, university of Tennessee; Professor E. A. Stewart, University of Minnesota; L. O. Crosby, president, Mississippi Development Board; Mercer M. O. Leighton, consulting engineer, Washington, D. C.; Vice-President Reynolds, Lookout Oil Company and president of the Chattanooga Chamber of Commerce; Richard Woods Edmonds, a member of the staff

of MANUFACTURERS RECORD; N. C. Grover, hydraulic engineer, United States Geological Survey; Prof. Thorndike Saville, hydraulic engineer, University of North Carolina; Judge A. G. Patterson, formerly chairman of the Alabama Public Service Commission; W. H. Onken, editor of "The Electrical World."

From information already received, the conference will be attended by many of the leading bankers, manufacturers and farmers, of the South, members of public utility and State corporation commissions, representatives of power companies, of industrial, commercial and agricultural organizations; of chambers of commerce, State press associations, presidents of universities and State colleges of agriculture, and engineering and railroad officials, members of Congress and others interested in the production or consumption of power.

The South has for many years been proud of its hydro-electric power resources, but the people must respect and permit of plans being formulated for their economic and more efficient developments. More efficient operation will depend on cooperation between the people and the power companies. There must be a sympathetic cooperation and understanding by the people of the big work that the power companies are doing, and there must also be a sympathetic cooperation and understanding by these companies of the needs of the people. This relation between the two is developing and the conference should give it a decided impetus. Its strengthening bond will mean more development and more wide spread distribution of power. There must also be close cooperation between the power companies.

To raise the embargo on power development on the Tennessee River and its tributaries will be one of the main efforts of the conference; but, Cooperation is to be the keynote.

## South Carolina Prosperous.

"There is reason for optimism," says the Spartanburg Herald, "for South Carolina is having a wonderfully prosperous year. With an excellent cotton crop and prices apparently destined to hover around a level that makes cotton growing profitable, the State would have reason to view the situation with complacency. But the big reason for optimism in South Carolina right now is the remarkable superiority of all crops over those of last year. South Carolina cotton mills are busy; many are operating night shifts. Other lines of business are beginning to feel the stimulus a good crop year always exerts. There never has been a greater reason for believing that a prosperous era is at hand."

The foregoing presents in a measure a bird's-eye-view of the prosperous situation now developing throughout the entire South. On every hand are evidences that renewed business activity is under way.

## Galveston and Galveston Wharf Company.

"A Brief History of the Galveston Wharf Company," which was established in 1854, is presented to the reader in a finely illustrated book of 36 pages published by that corporation. The frontispiece is a reproduction of a likeness of M. B. Menard, the founder of the city of Galveston, Texas. In the introduction President George Sealy of the company says: "These pages are dedicated to those who had the foresight in years gone by to plan and to build well, who had faith in the future of this port, and who improved their property as

earnings permitted, rather than from borrowed money." Pictures accompanied by most interesting letter-press represent the port of Galveston as it was 70 years ago and as at various other periods up to the present time. The growth of the city and the activity prevailing there are comprehensively illustrated and the entire book is entertaining and instructive.

## \$2,191,000 in Building Contracts Soon to Be Awarded in Oklahoma.

Oklahoma City, Okla.—Building contracts to embrace the erection of 12 structures, to cost about \$2,191,000, will be awarded by the State Board of Affairs on September 14, according to a statement by Robert J. Gilliam, secretary. The buildings have been provided by the legislature and the list will include the following: Governor's mansion, \$75,000; Crippled Children's Home, Oklahoma City, \$300,000; Medical Building, Oklahoma City, \$250,000; Infirmary at University of Oklahoma, Norman, \$130,000; building at tubercular sanatorium, Tahlequah, \$90,000; building at State Tubercular Hospital, Sulphur, \$96,000; ward building at Eastern Oklahoma Hospital, Vinita, \$150,000; ward building at Central State Hospital, Norman, \$175,000; building at Oklahoma College for Women, Chickasha, \$200,000; classrooms and heating plant at Northeastern State Teachers College, Tahlequah, \$135,000, and building at Colored Agricultural and Normal University, Langston, \$90,000. A \$500,000 library building for the University of Oklahoma at Norman will be awarded jointly by the Board of Affairs and the Board of Regents of the university.

## Florida Takes Up East Coast Canal Work.

By COL. EARL WHEELER, Daytona Beach, Fla.

In compliance with a provision of the Rivers and Harbors Act of the last Congress, which provided an appropriation of \$4,221,000 to build and maintain a canal from Jacksonville to Miami, Fla., of a depth of 8 feet and width at bottom of 75 feet, together with an annual allotment of \$125,000 for maintenance after completion, the people of the East Coast of Florida are taking action toward the accomplishment of this last link of the Atlantic intra-coastal waterway from Boston to Key West.

At the last session of the Florida Legislature, a special bonding district to accomplish this purpose was created, named the Florida Inland Navigation District. The territory embraced in it is the 11 counties bordering on the Atlantic ocean from Jacksonville, Duval county, to Miami, Dade county, both inclusive. The Governor by this Act was empowered to appoint one commissioner from each county, which board of commissioners has full authority to acquire the present privately owned canal along the east coast of Florida; additional rights of way and, in fact, in every way to comply with the requirements of the Federal Government, the last of which provides "that local interests shall acquire the necessary right of way and the privately owned waterway known as the Florida East Coast Canal and transfer them, free of cost, to the United States, and shall furnish suitable areas for the deposit of dredged material in connection with the work and its subsequent maintenance."

The Governor has made the following appointments to this commission: Frank H. Owen, Jacksonville, Duval county; A. M. Taylor, St. Augustine, St. Johns county; D. F. Fuquay, Flagler Beach, Flagler county; Charles F. Burgman, Daytona Beach, Volusia county; John O. Shares, Eau Gallie, Brevard county; A. W. Young, Vero Beach, Indian River county; F. G. McMullen, Fort Pierce, St. Lucie county; Stanley Kitching, Stuart, Martin county; D. H. Conkling, West Palm Beach, Palm Beach county; A. H. Brook, Fort Lauderdale, Broward county, and Frank B. Shutts, Miami, Dade county. The commissioners met at Eau Gallie, August 20th; 10 being present. The following organization was effected: Mr. Burgman, chairman; Mr. Shutts, vice-chairman; Mr. Conkling, secretary; Mr. Owen, treasurer.

The commission adopted a resolution employing Colonel Gilbert A. Youngberg, formerly United States district engineer at Jacksonville and now in private consulting practice there, as engineer, with the immediate duty, together with the chairman, of selecting and employing a board of appraisers of three members to investigate and report on the physical value and worth of the Florida East Coast Canal, preparatory to acquiring it and turning it over to the Government. The chairman has appointed the following as appraisers: E. L. Price, former president of the Fort Pierce Bank and Trust Company, Fort Pierce; Colonel C. S. Coe, consulting civil engineer, St. Augustine, and Colonel Earl Wheeler, consulting industrial engineer, Daytona Beach. The appraisers met at Daytona Beach on August 29 to organize and proceed with the problem.

The people of the east coast of Florida are to be congratulated upon the speedy and thorough manner in which they have fought for and won the recognition of the United States Government engineers in adopting this project of a deeper waterway along the east coast of Florida, free of tolls and shoals.

There is no question in the mind of anyone familiar with the east coast of Florida that the completion of an 8-foot free waterway maintained by the United States will mark the second great step in providing that important part of

Florida with necessary means of transportation to make it possible to attract many hundreds of winter visitors anxious to spend their winters in Florida, with their yachts; while, agriculturally and industrially, the possession of a really navigable inland waterway, together with the now splendidly equipped Florida East Coast Railway system, will make it possible for many localities along the east coast to develop their true potentialities.

Climate is undoubtedly becoming a necessary factor in the southern movement of industry and agriculture, and when coupled with modern utilities, double-tracked railways, almost perfect State highways, and deepsea harbors and inland waterways, as will exist when the Florida East Coast Canal system is completed and maintained by the United States Government, every locality along the east coast of Florida will grow in population of a permanent and home building character, with businesses and work to attend to that will afford them the opportunity of enjoying the best all-year-round living conditions that the United States affords.

## "Foreign Trade in 1927."

Of real value, as well as interest, to every business element in the United States is "Foreign Trade in 1927," the official report of the fourteenth National Foreign Trade convention, held at Detroit last May. Issued in book form by O. K. Davis, secretary of the National Foreign Trade Council, the report is a verbatim record of the proceedings, the discussions, the addresses at the group sessions and the speeches at the general sessions, together with a list of the delegates present, the organizations and companies represented and the executive personnel of the convention. A more thoroughly comprehensive report of its kind hardly could have been compiled.

Far from being "dry," the contents are full of life and vigor, containing, as they do, addresses by such leaders in the business world as James A. Farrell, president of the United States Steel Corporation and chairman of the National Foreign Trade Council; James S. Alexander, Julius H. Barnes, Travers Sweatman, past president of the Winnipeg Board of Trade, Manitoba; Eric H. Louw, commissioner for the Union of South Africa; Marion Letcher, consul general, Copenhagen, Denmark; Gen. C. H. Mitchell, president of the Toronto Board of Trade, and others. Particularly interesting and informative are a number of the debates and discussions on many topics in the group sessions. Mr. Davis, as always, has done a capital piece of work.

Copies may be obtained at the office of the National Foreign Trade Council, 1 Hanover Square, New York city, at \$2.50 each.

## Farm Machinery in the South.

Arnold P. Yerkes of the International Harvester Company, Chicago, Ill., commenting on the Blue Book of Southern Progress, says:

"I have looked through this publication with considerable interest and I am glad to have it for an office reference book. It certainly contains an immense amount of useful information regarding our Southern States.

"While I have not had time to read it in detail, a hasty perusal of it fails to locate any reference to the tremendous change which has been taking place in agriculture during the past few years, due to the introduction of farm tractors in the Southwestern cotton territory, or the introduction of mechanical methods used in harvesting cotton in that territory. To my mind, this, perhaps, is one of the most important economic changes taking place in the South today, and it is my belief that the changes in the negro population, referred to on page 99 of the 1927 issue of the Blue Book of Southern Progress, could more accurately be attributed to the effects of machinery in cotton growing in the Southwest than to the boll weevil in the Southeast."



# Rocky Mount Curb Market Provides Cash Income.

By F. H. JETER, Raleigh, N. C.

One admires a job well done. Last year, home demonstration agents in 24 counties in North Carolina helped their rural club women to market products to the value of \$259,165, according to careful records kept on each sale day at the markets. Of this amount, the curb market of Nash county at Rocky Mount accounted for a total of \$23,301.13, which was an average of nearly \$2000 each month for the entire year.

This year, the curb market at Rocky Mount has increased so in popularity that it is now marketing nearly \$1000 of products each week and the total is growing. Why? Because it is efficiently conducted. The market is held each Wednesday and Saturday, the latter, of course, being the big day. R. P. Holt, one of the proprietors of the Holt-Cobb Tobacco Warehouse, has given the use of his building free of charge, and on the mornings of the sales days the farmers arrive early with their produce. Each offering is nicely prepared and placed in one of the big tobacco baskets, under which some four other baskets have been arranged to make a sales counter. The market space is laid out in a rectangle. Down one side of the warehouse, across the end and up the other side, the baskets are placed with the precision of military formation. There is plenty of room in the center for folks to saunter about and at the upper, open end sits the money changer and the manager, Mrs. Effie Vines Gordon, home agent. Long before 8.30 o'clock all produce is in place, and before 8.30 the buyers are crowding into the rectangle to select such material as they may want.

Nothing is sold until Mrs. Gordon rings her little bell, and promptly at 8.30 the tinkle is heard and then action begins. Chickens squawk as they are pulled protestingly from their crates; paper bags rustle as they are filled with fresh vegetables right from the garden; friends laugh in happy recognition as they meet, and there is an excited undertone as bartering begins. But, not much bartering is done. On the wall of the warehouse at the upper open end of the rectangle is a large blackboard on which is placed the prices for all produce for that day. The prices are in plain figures and there is no cause for mistake or misunderstanding.

These prices are arranged by a fair-price committee, consisting of representatives of the woman's club in town and the home demonstration clubs of the country. Mrs. Gordon keeps in close touch with the prices of all marketable produce and tries to set her curb market prices at a conservative figure. She is not trying to put the market in the position of competing with the merchants of Rocky Mount, but she is endeavoring to give the farm women of Nash county an outlet for their surplus poultry and their fruit, pantry and poultry products.

The records kept during 1926 show the following sales made on this market by the farm women: Poultry, \$6,061.71; cakes, \$5,031.62; vegetables, \$4,859.68; eggs, \$2,178.48; fruits, \$1,432.58; butter, \$1,050.14; meats, \$974.73; flowers, \$627.08; canned goods, \$127.74; salad dressing, \$86.38, and squabs, \$58.05.

The cake sales are made largely by five women who have specialized in baking in their home demonstration activities. One woman last year sold \$1,600 worth of cakes, while another averaged about \$40 a week. In addition to the cakes sold at the market, some of the women received orders for cakes to be delivered during the week and these sales are not recorded as a part of the curb market activities. One woman, says Mrs. Gordon, has made such a reputation for her cakes that she never takes them from the paper in which they are wrapped, but just writes the name of the cake on the paper and the buyers accept the product without question.

Nor are they disappointed. So efficient have these rural women become in making good cakes that there are four stores in Rocky Mount handling the product for them. One other woman, 12 miles from the market, grew chrysanthemums for the first time last fall and sold \$41 worth. She is growing more for sale this fall.

One of the fine things about the market is the attractive manner in which all produce is displayed. Everything looks fresh and tempting. Onions, for instance, are clean and fresh. Nothing appears to be dull, wrinkled or lifeless, but all sparkling with the dew of the early morning. There is hardly a grain of sand to be found on a bean or a lettuce head. The chickens are in clean coops; the cakes are wrapped in fresh paper; flowers adorn each basket counter and add a bright harmonious coloring to the entire market; quality of product appears to be the aim of the farm women and, because of the fine way in which they are living up to this aim, they hardly ever have anything to carry back home unsold. In fact, at about 9.30 the market is clean and the buyers are departing.

Some linger awhile, of course, to chat with old acquaintances. The market is more than a place where merchandise is bought and sold. It is a social center as well. Men and women who have not seen one another for some time meet at the market. Residents of neighboring towns have been known to visit the market occasionally just to see old friends and relatives. Retired business men call at the market to exchange greetings with friends of their boyhood, and town and country women find that they have much in common.

When all the sales have been completed, there is a ticket drawing, the farm women usually donating three prizes on each sales day. First prize may be a cake; second, a jar of honey or some canned product, and third, a bouquet of beautiful cut flowers. Each purchaser is given a ticket at the manager's table as he comes to have his money changed.

Much credit for the success of the market must go to Mrs. Gordon. She has persuaded her cooperating women to grow things for the market. This in itself has created a diversification of food products in the garden. The sale of cakes grew directly from the lessons on foods and cookery given at the club meetings. But, even with these diversified products for sale, the market could not be so successful unless wisely managed, and the fact that it grows constantly is proof that it meets a need and is serving efficiently.

On a recent Saturday, for instance, a brief summary of the products to be sold included cakes, onions, lettuce, snapbeans, beets, cut flowers, cured hams and middlings, pepper plants, tomato plants, spinach, squash, cabbage, poultry, eggs, dried fruit, cherries, dewberries, a dressed turtle, pickles, salad dressing, barbecue, and so on and so on throughout the list of nearly everything that could be found at the farm home or in its pantry.

Thus, one town woman said as she stood gazing at the scene: "You men folks are all right, but I tell you, right now, Jane McKimmon is the greatest person that North Carolina has produced in this generation. She has added something to the lives of hundreds of farm women in North Carolina. She's given them hope; she's added beauty to their lives; she's helped to give them an independent income. Just look at those folks out there. They are having the time of their lives." And she is right. Mrs. Jane S. McKimmon, State Home Demonstration Agent, and her corps of home agents, especially those like Mrs. Gordon of Nash county, have caught the vision of a better, higher rural life in North Carolina and they are bringing it to pass.

## Steady Program of Expansion at Celotex Plant, New Orleans.

By H. J. Burr, Consulting Engineer, New Orleans, La.

Since the completion of the initial plant of the Celotex Company in 1922 there has been an almost continuous program of extension and improvement, with major operations in 1923 and 1926. The plant has grown from a one-machine factory with a capacity of 60,000 feet per day, to a six-machine factory with a capacity of 1,200,000 feet per day. This growth has been made in an effort to keep pace with the demand for heat insulation in the construction of dwellings and business buildings; for use in refrigerator cars, and for many other uses that have been developed. During this period there has been great activity in the literature of insulation of houses both in the form of technical articles and advertising, so that now the use of such materials is recognized as an economy. Celotex is now widely known as a leading material for this purpose. It is made from bagasse, the stalks of the sugar cane after the juice is extracted.

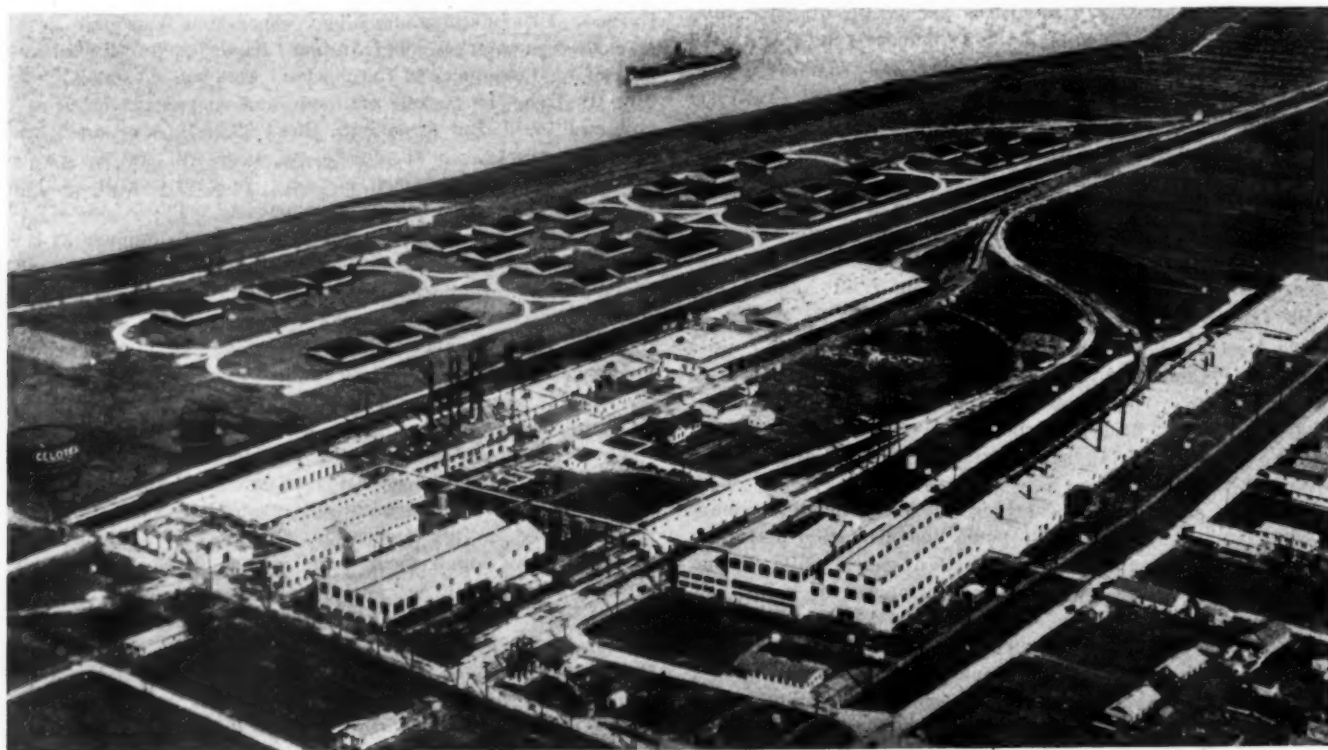
The plant is located on an 80-acre tract of land on the west bank of the Mississippi River at Marrero, opposite the upper section of New Orleans. The accompanying airplane view gives a clear conception of the general layout. The site is traversed by the parallel tracks of the Texas and Pacific Railway and the Southern Pacific Railway, which together with the river provide the transportation service required. Fuel oil is brought to the plant in barges or tank steamers and pumped direct into the oil storage tanks. To some extent bagasse also is delivered by boat and unloaded directly into the storage space of the plant. Most of the bagasse and Celotex, however, is handled by the two railroads. The overseas shipments, which are rapidly increasing in volume, have to be transferred to New Orleans harbor for loading.

The initial plant consisted of one unit; that is, one board machine with the necessary equipment for supplying it with raw material and for handling its product. In 1923 two addi-

tional machines were added and in 1924 one additional machine. The four machines with their accessories comprise Plant No. 1. In 1926 the fifth and sixth units were installed in Plant No. 2, this plant being laid out for the ultimate installation of six machines.

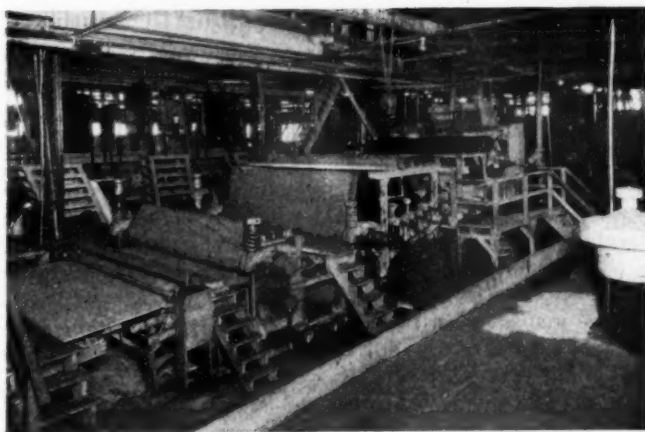
Briefly, the process of manufacture consists of the following steps:

Preparing the raw material by shredding, cooking, washing and grinding the bagasse until it forms a pulp made up of fibers, quite finely divided and in lengths up to three-quarters of an inch. All of these operations, except shredding, are done in water. The bagasse pulp is then fed onto mould rolls, which are covered with copper wire screen. Here the water is drained out and a felt built up to a thickness of approximately one inch. This felt then passes through a number of heavy press rolls, which squeeze out as much of the water as practicable and reduce the felt to its approximate ultimate thickness. The operation is continuous, the machine turning out a board 12½ feet wide at the rate of 8 to 10 feet per minute. After leaving the press rolls, the board is carried on a conveyor through a drying oven. In Plant No. 1 each drying oven is 800 feet long with conveyors for two boards, while in Plant No. 2 the oven is 1000 feet long with three conveyors. The speed and temperature in the oven are so correlated that the board is thoroughly dried when delivered at the outlet of the oven. As the board leaves the oven it is run over a cutting machine, which trims off the edges and splits it into the desired widths, usually cutting it into three boards four feet wide. It then runs over another cutting machine where an automatic rig cuts it approximately to the desired lengths. It requires some retrimming to get exact lengths and is then ready for shipment or storage. The finished product can be loaded in the



AIR VIEW OF \$6,000,000 CELOTEX PLANT AT MARRERO, LA., NEAR NEW ORLEANS.

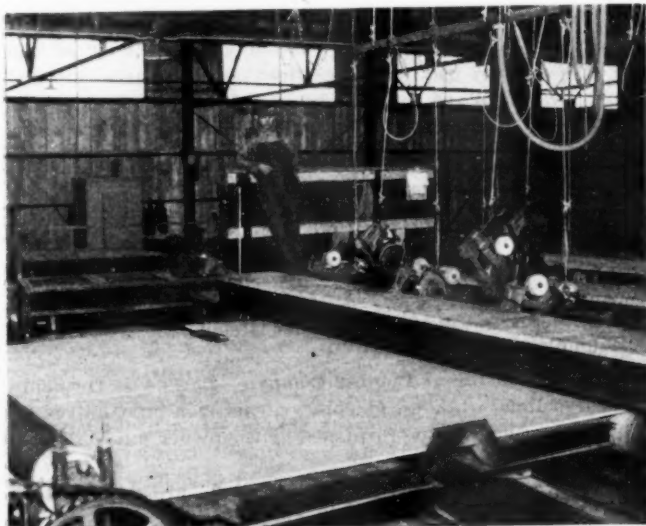




AFTER THE BAGASSE FIBER HAS BEEN SHREDDED AND COOKED TO A PULP, IT PASSES THROUGH HUGE ROLLS, WHERE IT IS FELTED.

cars in less than six hours after the raw material is started through the process.

The 1926 operation follows the general outline of the original installation, but many important changes and improvements were introduced. The cooking is done under pressure instead of at normal air pressure. The grinding machines are larger, being redesigned to eliminate some defects that developed in the older machines. The board machines are very much heavier, and improved in many minor details, including accessibility. The new oven is built to accommodate three boards instead of two, one above the other, and



MECHANICAL "DUCK" WHICH CUTS THE LONG SHEETS INTO THE PROPER WIDTHS.

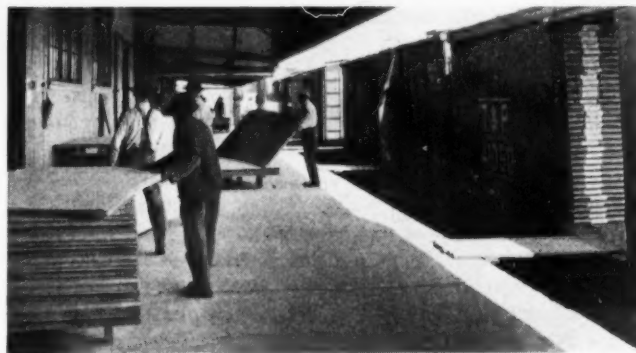
is heated directly by the gases from oil burning furnaces instead of by steam as in Plant No. 1. The cutting is done with rotary cutters. Saws were used in the first installation but rotary cutters have been developed to do the work much better and the saws have been replaced by them. In Plant No. 2 three board machines are to be placed tandem, all feeding into one drying oven. In Plant No. 1 there are two sets of two machines, each set tandem.

The buildings have reinforced concrete foundations and floors and structural steel framing. The side wall fronting on the highway is cement Guniting applied on Celotex. The remaining walls of the buildings are chiefly temporary to allow for future extension and are covered with corrugated steel. The roofs of the manufacturing and drying buildings are Holorib and steel plate deck construction covered with Celotex and composition roofing. The refining machinery is

generally of manufacturers design with some modifications to meet the very heavy duty required. The furnaces for the dryer are also built from manufacturers designs. Board machines, drying oven and cutting machines are all of special design prepared by the company's engineering department.

No additional boiler plant was required for Plant No. 2, as the drying is done by direct fire furnaces and the power used is electrical, supplied by the Public Service Company. Sufficient steam for cooking was available from Plant No. 1.

The bagasse is stored in the space between the railroads and the levee, which has been carefully graded, and equipped



CELOTEX READY FOR SHIPMENT.

with standard gauge tracks and service tracks. From this storage it is handled in standard gauge cars into the plant. From one-third to one-half of the raw material is placed in storage at the factory during the sugar grinding season, the remainder being stored on the plantations and hauled into the plant as needed.

The design and construction of the plant have been carried out under the direction of C. G. Muench, vice-president in charge of engineering construction; George H. Burt, chief engineer, and R. A. Pierpont, superintendent of construction.

Plant No. 2 cost approximately \$1,500,000, divided as follows:

Buildings .....	\$295,000
Manufacturing equipment.....	800,000
Electrical work.....	215,000
Railroads, roads and drainage.....	130,000
Fire protection.....	60,000
	<hr/>
	\$1,500,000

The construction of Plant No. 2 was done by the company's forces, some minor items being let to sub-contractors. The principal materials and equipment involved were furnished by the following concerns:

#### DRIERS

Graphite Metallizing Corp., Yonkers, N. Y.  
National Tube Co., Pittsburgh, Pa.

#### STEEL PLATE WORK

Canal Steel Works, Inc., New Orleans.  
C. C. Elmer Tank and Boiler Works, New Orleans.  
Alex. Dussel Iron Works, New Orleans.

#### COMPRESSORS

Chicago Pneumatic Tool Co., New York city.

#### PUMPS

De Laval Pump Co., Trenton, N. J.  
Worthington Pump and Machinery Co., Harrison, N. J.

#### SHEET METAL

American Sheet Metal Co., New Orleans.  
National Blow Pipe and Manufacturing Co., New Orleans.  
Truscon Steel Co., Youngstown, Pa.  
J. J. Clarke, Ltd., New Orleans.  
The Holorib Co., Cleveland, Ohio.

#### TRACK WORK

Roberts Construction Co., New Orleans.

#### CATERPILLAR HOISTS

Brown Hoisting Machinery Co., New Orleans.

#### TRACTORS

Plymouth Co. (rep. by) Fate Root Heath Co., Plymouth, Ohio.

#### FIRE PROTECTION

Globe Automatic Sprinkler Co., Philadelphia.

#### TANKS

Chicago Bridge and Iron Works, Chicago, Ill.

#### REINFORCING STEEL

Ole K. Olsen, New Orleans.

#### JORDAN REFINERS

Noble & Wood Company, Hoosick Falls, N. Y.

#### HEATERS

Continental Industrial Engineers, Chicago, Ill.

Drying Systems, Inc., Chicago.  
 McCann-Harrison Co., Cleveland, Ohio.  
**STRUCTURAL STEEL WORK**  
 Ingalls Iron Works, Birmingham, Ala.  
 Lukens Steel Co., New Orleans.  
**WINDOWS**  
 Truscon Steel Co., Youngstown, Ohio.  
**ELECTRIC EQUIPMENT**  
 General Electric Co., Schenectady, N. Y.—motors.  
 Allis-Chalmers Co., Milwaukee, Wis.—transformers.  
 Westinghouse Elec. & Mfg. Co., East Pittsburgh, Pa.—switchboard equipment.  
**DIGESTERS**  
 Diggs Boiler Works, Akron, Ohio.  
**WASHERS**  
 Baker Mfg. Co., Saratoga Springs, N. Y.  
**SHREDDERS**  
 Jeffrey Mfg. Co., Columbus, Ohio.  
**CLAFFLIN REFINERS**  
 Herman Mfg. Co., Lancaster, Ohio.  
**TRANSMISSION MATERIAL**  
 Link-Belt Co., Chicago, Ill.  
 Dodge Mfg. Co., Mishawaka, Ind.  
 Moore & White Co., Philadelphia, Pa.  
 Lewellen Mfg. Co., Columbus, Ind.  
 Palmer-Bee Co., Detroit, Mich.  
**MACHINE WORK**  
 Coe Mfg. Co., Chicago, Ill.  
 St. Paul Foundry & Machine Works, St. Paul, Minn.  
 The Black-Clawson Co., Hamilton, Ohio.  
 Novelty Machine Works, New Orleans.  
 Boland Machine & Mfg. Co., New Orleans.  
 Sinclair Engine & Foundry Co., New Orleans.  
 Dibert-Bancroft & Ross, Ltd., New Orleans.

### "Like Living in the Sunshine."

In recognition of the now established fact that the most healthful properties of the ultra-violet ray of sunlight are greatly modified, if not lost, by ordinary window glass, the American Window Glass Company of Pittsburgh, Pa., has introduced Quartz-Lite glass, designed for use in private homes and office and other public buildings, to conserve and promote the health of residents and workers. The preventive and curative power of sunlight is said by scientists to lie in the shorter wave-lengths of light, and the blue and ultra-violet rays of sunlight are considered the most effective in the promotion of health.

As explained by officials of the American Window Glass Company, fused quartz has been used in several hospitals and sanitariums for transmitting the ultra-violet rays, and "some pure quartz glass has been exploited for use in a restricted way." Arc lamps, it is said, are sometimes used for generating these rays, but for various reasons "it has been impossible for the general public to take full advantage of the health-giving value of light."

Pure quartz is said by scientists to transmit more of the ultra-violet, health-giving rays of the sun than any other substance, and Quartz-Lite glass transmitted these rays in tremendous volume. The infra-red rays also are transmitted by Quartz-Lite glass and iron-arc tests are said to show that Quartz-Lite glass transmits light to the extreme limits of the suns' spectrum "and even beyond."

This new product is described as a perfectly clear, flat glass of brilliant lustre, graded to a high standard suitable for the finest buildings. It has greater tensile strength than plate glass, rolled glass or window glass and will withstand tremendous wind pressure. Quartz-Lite glass, say experts, does not sweat readily. In regard to price, the company says that "Quartz-Lite glass costs much less than plate glass and very little more than ordinary window glass," the price being given as 50 cents a square foot, f. o. b. Pittsburgh.

The American Window Glass Company also manufactures high standard window glass, crystal sheet window glass, picture glass, photo glass, ground glass and chipped chilled glass.

The city of Mobile, Alabama. S. H. Hendrix, clerk, will receive bids until September 13 for the installation of a white way on St. Joseph street, which will require approximately 50 complete standards and 15,000 feet of No. 8 parkway cable, in addition to other miscellaneous equipment.

### New Sement-Solvay Installations in South.

The Sement-Solvay Engineering Corporation, New York, is building equipment for installation in several Southern cities, including Holt, Ala.; Hattiesburg, Miss., and Albany, Ga., according to advices from the company. This equipment includes a gas purifier for the Dixie Construction Company, to be installed in the plant at Holt. It will be entirely of welded steel, 16 by 48 by 12.6 feet, containing three compartments each with two layers of trays, and will be supplied from a manifold of welded steel 10 inches in diameter, equipped with 15 Steere gate valves. Covers will be 9 feet square and crowned to shed water, sealed with braided asbestos lute and bolts and nuts sherardized against rust and corrosion. The superstructure will be of structural steel.

A five-foot Steere water gas machine is being built for the Water, Light and Gas Commission of Albany, Ga., whose extension program calls for piping, fuel-handling and pumping apparatus and a tubular condenser.

The Sement-Solvay company will also build on order from the Dixie Construction Company a large amount of equipment for purifying and scrubbing gas, to be installed in the gas plant at Hattiesburg. Plans for this plant call for a purifier 10 by 24 by 10 feet; a washer cooler 30 feet high and a Steere multiple washer, all to be of welded steel construction.

### Sub-Contracts on 5,000,000-Gallon Pumping Plant and Filter.

The McKenzie Construction Company of San Antonio, Tex., general contractor for the construction of a pumping and filtration plant of 5,000,000 gallons daily capacity, at Laredo, Tex., for the Central Power and Light Company of San Antonio, advises that the principal sub-contracts and material items will be handled by the following San Antonio firms:

Reinforcing, structural and miscellaneous iron and steel—Alamo Iron Works.  
 Cement—San Antonio Portland Cement Company.  
 Plastering—John T. Healey.  
 Painting—W. L. Craig.  
 Metal lath—A. Salisbury.  
 Cast stone—H. Pianta.  
 Sheet metal and roofing—Sam Dean.  
 Millwork—Stevens Sash and Door Company.  
 Plumbing—A. H. Shafer.

The John O. Buenz Lumber Company, Laredo, is furnishing hydrated lime, while all machinery, cast iron pipe, valves and filter equipment will be furnished by the owner under separate contract.

Alvord, Burdick & Howson, of Chicago, are the engineers.

### North Carolina Mineral Survey Issued.

Herman J. Bryson, acting State Geologist of North Carolina, has issued a mineral survey of the State for 1924 and 1925. Principal minerals produced in North Carolina are the non-metallics. The report shows gold increased over previous years, due to the developments in the Rich Cog Mine, in Montgomery county. Iron took a slump in 1924, but showed an increase in 1925. In the non-metallics, clay, feldspar and stone products continue to be the leaders.

### South Carolina County Sells \$535,000 Bonds.

Union, S. C.—Two bond issues of 4½ per cent reimbursement bonds aggregating \$535,000 have been sold by Union county, J. V. Askew, supervisor, to the Peoples Securities Company of Charleston, S. C., at a premium of \$5267. One issue is for \$145,000 and the other for \$390,000.



## Where Town and Country Co-Operate.

By P. O. DAVIS, Auburn, Ala.

Soon after Dr. W. M. Jardine, then president of the Kansas State College, was appointed Secretary of Agriculture by President Coolidge, he was quoted as saying: "About 90 per cent of the problems of agriculture can be solved by the farmers and business men co-operating." He then detailed his views, placing special emphasis on the value of farmers and local merchants, bankers and other business men co-operating.

Coming from a man who had recently been thrust into national prominence, though for years an authority on agricultural subjects, this statement by Dr. Jardine attracted attention. It was published in newspapers throughout the country and a few editors thought enough of it to give it editorial comment. Then the idea expressed by him faded, because the novelty of it was over. Yet there is at least one district in Alabama doing the thing recommended by Dr. Jardine, and is obtaining results—the Atmore district in Escambia county.

Early in 1924 the business men of Atmore met for a thorough discussion of the business outlook for them. They knew they had three big sawmills and that the timber supply for two of them would last only a few more years. One mill had an indefinite supply. So they did some very serious thinking and planning for the future, and took steps that very night to continue without interruption the prosperity of the Atmore district.

Their plans for continuing it were based upon agriculture. In fact, agriculture was about the only thing to which they could turn. They had land above the average in fertility, and the farmers around Atmore who had farmed right were making a success of it. Farming was, and will continue to be, the biggest business around Atmore.

The business men decided to help agriculture, not by trying to run the business of farmers, but by co-operating with them. Although Secretary Jardine had not then made his statement, the Atmore business men concluded that real co-operation between town and country was their biggest need. They were interested in new industries for their town and more farmers for their district, but they were more interested in the success of farmers already present. This does not mean that Atmore farmers were not succeeding, but rather that there was room for improvement.

To do their part in making these improvements, the business men employed a secretary for their chamber of commerce, who could help farmers not only with production, but also in buying seed, fertilizer and other products going into the production of crops, and in selling their products to best advantage. The secretary, F. E. Wilkinson, who is still on the job, appears to have become a fixture because of the excellent service he has rendered farmers as well as business men. He did not come to Atmore with any startling ideas, but with a determination to work along practical lines. He took his time about launching projects and considered a proposition thoroughly before he endorsed it in assurance that it was practical. Step at a time, he has proceeded and he has been there over two years. Results worth much to the district are in evidence.

"We realized in the beginning," said Secretary Wilkinson, "that cotton was the chief money crop for our district; so we decided first to do all we could do make cotton raising more profitable. We worked with our county demonstration agent, H. H. Williamson, in introducing better methods of production, giving special attention to better seed and more fertilizer of the right kind. We continued our work on cotton and expect to keep working on it because of its impor-

tance. In all our cotton work we are following recommendations of our College of Agriculture and experiment station at Auburn, as presented to us by Mr. Williamson.

"Our next step was to launch a movement for a balanced agriculture for the Atmore district, just as an individual farmer should have a balanced system for his farm. Our plan included more dairy cows and poultry, more feed crops and more cash crops. Farmers around Atmore had been raising white potatoes and strawberries, and we began working with them along lines to help them just as we were doing with cotton. A study of the white potato business revealed that the best seed is grown in a certain district in Nebraska and one project of the Chamber of Commerce is to get seed potatoes from this district. Last spring we bought 28 carloads, totaling 16,800 bushels of seed potatoes, and some time this fall I expect to make a trip to Nebraska to buy seed potatoes for next spring. The Atmore banks will finance the deal." Mr. Wilkinson gave information as to the importance of the white potato business around Atmore when he said that more than 500 carloads were shipped during the spring of 1926. A total of 165 cars were actually sold by the Chamber of Commerce.

In telling about buying seed and selling potatoes and other products for farmers Mr. Wilkinson mentioned a very important fact in the relation of business men to farmers: "Our purpose in helping farmers to buy seed is to get the best seed. Of course, the Chamber of Commerce does not attempt to make money on buying seed; our plan is to make it pay expenses on the deal itself and to make money for the business men by getting better seed for the farmers so that they will make larger yields, which means more money, and more money means more business for our merchants."

One can imagine how much better it is to get seed this way than it is for men to handle it whose chief interest is not in the quality, but in the direct profit on the sale.

During the first year he was in Atmore Mr. Wilkinson had very little to do with strawberries, but he was studying them carefully. He observed that the grading and packing were not what they should be and decided to make improvements. Beginning with the 1925 season better grading and packing were put into practice. The best rules on these factors were followed and the result has been that better strawberries have gone to the market from Atmore, and better berries have brought better prices.

Steps are being taken to improve the quality of white potatoes and other products. In doing this the Chamber of Commerce is rendering a service to farmers which they cannot render for themselves as individuals. In addition to these projects, the Chamber of Commerce is introducing new crops to round out the farming system for the district. They want as many money crops as possible not to interfere with the standard crops. Recently the production on a small scale of sweet potatoes has been introduced, and the Chamber of Commerce helps farmers to get the right kind of seed and then assists in selling their product.

The day I was in Atmore, Mr. Wilkinson rendered a service that is typical of what he is doing. Two farmers brought sweet potatoes to town to sell, but were offered only 75 cents per hamper. They went to see Mr. Wilkinson. He got in touch with a buyer and sold them for \$1.10 per hamper, an increase of approximately 50 per cent over what they had been offered. Needless to say, this kind of service is appreciated by farmers, and it encourages them to produce more and better crops.

One result of the work being done with strawberries is

that the acreage in the district will be approximately doubled this season. Strawberries have paid well and, with a view to expanding the business, Mr. Wilkinson called a meeting of farmers. He explained about strawberries, and they placed orders with him for approximately 2,000,000 plants for the season, most of them to be bought locally.

Cabbage and snap beans have been introduced on a small scale, but there will be no attempt to raise them on a large scale without knowing that they fit into the schedule and that they should pay, at least in the long run.

As Mr. Wilkinson told me of the work of the Atmore Chamber of Commerce, I thought of the average small-town chamber of commerce which spends most of its time trying to bring in industries, overlooking agriculture, which, for most small towns in the South, is the biggest business. I do not discredit new industries. A major need of the agricultural South is more industries to provide home markets and balance agriculture. But, it does seem to me that the business men of most small towns in the South are overlooking a great opportunity by not cooperating with farmers as Atmore is doing.

A study of the work at Atmore reveals two very important fundamentals: First, the merchants are helping the farmers to get the best seed and the right kind of fertilizer; second, helping them to grade and pack their products properly and then sell where the best price can be obtained. The merchants get their returns from more prosperous farmers who bring more business to them.

After a study of the work at Atmore, I am convinced that Secretary Jardine was correct in his statement.

### Contract for \$200,000 Prest-O-Lite Plant in Dallas.

General contract has been awarded to P. O'B. Montgomery, Dallas, Texas, for the erection in that city of a new plant for the Dallas branch of the Prest-O-Lite Company, Inc., of New York. Plumbing contract has been awarded to the Dallas Plumbing Company. Reports state that the main building of the plant, which is estimated to cost \$200,000, will be 190 by 60 feet, of reinforced concrete and steel. Mr. Montgomery will also handle engineering details.

### Building Brick Plant of 50,000 Daily Capacity.

The Standard Face Brick Corporation of Staunton, Va., has under construction a new plant for the manufacture of high-grade face brick, hollow tile and flooring tile from shale, the capacity to be 50,000 brick per day. Eight kilns of the round down-draft type are being installed, according to information from the company. Charles Floyd of Clarksburg, W. Va., is the engineer and contract for machinery has been awarded to the A. L. Shrum Company, also of Clarksburg. A power oil engine of 150 horsepower will be furnished by the Power Manufacturing Company of Marion, Ohio.

### New Asbestos Deposit Reported.

Discovery of a large deposit of asbestos near Winston-Salem, in Forsyth county, by D. C. Stainback of Rockingham, N. C., is reported by the Winston-Salem Journal. According to the account appearing in that paper, the bed of the crude fiber is three miles long and of unknown depth, and Mr. Stainback is said to intend to organize a company to develop the property and market the asbestos.

The city of Blytheville, Ark., H. H. Brown, mayor, has sold an issue of \$145,000 of 5½ per cent bonds to Stix & Company, St. Louis, Mo., at 108.65, proceeds to be used for a hospital and city hall.

### Production of Clay in 1926.

The quantity of clay sold by producers in the United States in 1926 amounted to 3,966,313 short tons, valued at \$14,102,505, according to the Bureau of Mines. This is a decrease of 2 per cent in quantity and an increase of 11 per cent in value compared with 1925.

The sales of kaolin, the clay that is used in making high-grade pottery and porcelain, as well as paper, oilcloth, and other products, amounted to 432,215 tons, valued at \$3,771,568, an increase of 18 per cent in quantity and 17 per cent in value as compared with 1925. The clay of largest quantity and value is fire clay. The sales of fire clay in 1926 were the largest ever recorded—2,815,961 tons—and were 10 per cent greater than those of 1925, the year of largest output previous to 1926. The value of the fire clay sold in 1926 was \$8,111,239, an increase of 11 per cent as compared with 1925. The sales of clay of every kind, except miscellaneous clay, increased in quantity and value in 1926 as compared with 1925.

The imports and exports of clay increased in quantity and value in 1926 as compared with 1925. The imports of clay amounted to 489,670 short tons, valued at \$4,247,911, an increase of 12 per cent in quantity and 11 per cent in value. Exports of clay in 1926 amounted to 89,894 tons, valued at \$992,718, an increase of 8 per cent in quantity and 13 per cent in value as compared with 1925. Kaolin, or china clay, constituted 81 per cent of the total imports in 1926. Fire clay, the principal clay exported, amounted to 53 per cent of the total.

CLAY SOLD BY PRODUCERS IN THE UNITED STATES IN 1925 AND 1926.

Kind	1925		1926	
	Short tons	Value	Short tons	Value
Kaolin .....	367,319	\$3,220,719	432,215	\$3,771,568
Ball clay .....	109,607	699,427	112,195	867,500
Slip clay .....	7,349	37,397	8,644	45,959
Fire clay .....	2,566,934	7,312,349	2,815,961	8,111,239
Stoneware clay ....	77,438	162,161	82,476	182,236
Miscellaneous .....	901,773	1,304,579	514,822	1,124,003
Total .....	4,030,420	\$12,736,632	3,966,313	\$14,102,505

### Alabama Chemical Company to Rebuild Plant.

The Alabama Chemical Company of Montgomery, Ala., whose plant was recently damaged at an estimated loss of \$200,000, wires that its engineers are now making surveys for new sulphuric acid works and will determine the type and size. The capacity will be at least equal to the plant destroyed, which was one of the largest in that section. Press reports state that a five-story frame building used for chemical storage, and a one-story frame building were destroyed, while a three-story mixing plant was saved. John R. Hudson is general manager of the company.

### New Power Line Completed to Cape Charles.

Cape Charles, Va.—A new high power line extending from Exmore, Va., to Cape Charles has been completed by the Exmore Light and Power Company, a subsidiary of the General Engineering and Management Corporation of New York, and a construction force is now repairing lines in the town preparatory to receiving current. Electric light and power equipment of Cape Charles has been taken over by the Exmore Company and service will be supplied by that company from now on.

### Rehabilitate Transmission and Generating System.

Troy, Ala.—The Pea River Power Company plans to rehabilitate its transmission and generating system, including the tie-in at Opp between the Pea River Company and the River Falls Power Company of River Falls, Ala. Emmet S. Killebrew of Albany, Ga., is the engineer.



## \$16,000,000 of Federal Aid for Building Louisiana and Texas Intracoastal Canal.

By ROY MILLER, Houston, Texas.

[In connection with the following article by Roy Miller, active vice-president of the Intracoastal Canal Association, it is particularly interesting to note that that organization has been wise enough to secure General George W. Goethals to make an industrial and economic survey of the southern portion of the canal route, and General Goethals and his associate, C. H. Van Law, are now engaged in this preliminary work. If other portions of the country seeking to secure inland canals will be as wise as this Intracoastal Association of Louisiana and Texas, and as broadminded in securing the very ablest men in making industrial and economic surveys of the territory to be benefited, they, too, will have something of the success which is attending the work of this organization.—Editor Manufacturers Record.]

Recognizing the part transportation must play in the development of the great Southwest, a group of farseeing men of Texas and Louisiana met at Victoria, Texas, in 1905, to discuss the possibilities of creating an inland waterway from the Mississippi River to the Rio Grande. The Inland Waterway League was formed and later became the present Intracoastal Canal Association of Louisiana and Texas. Its slogan is, "From the Mississippi to the Rio Grande."

Now, largely through its efforts, approximately \$16,000,000 has been appropriated by the Federal Government for the completion of the canal from New Orleans to Corpus Christi, Tex. The last Rivers and Harbors bill passed by Congress contained authorization for the extension of the canal from Galveston Bay to Corpus Christi for the construction of the so-called "Harvey route" from New Orleans to Morgan City, La., and authorization for a survey of the proposed route of the canal from Corpus Christi southward to Point Isabel and up the Arroyo Colorado to Harlingen, in the very heart of the Rio Grande Valley. Prior to that time, authorization had been given for construction of various links in the canal, but the association regarded the project as one which should be national, rather than local, in its benefits. Hence, each year has seen the gradual extension of the waterway and officials are confident that the original purpose of the association, the completion of the canal in its entirety, is but a question of a few years.

Justification for the canal is seen in its relation to the great inland waterway system being built up in the vast area between the Alleghenies and the Rockies—a system reaching from New Orleans to Pittsburgh, Chicago, Kansas City, St. Louis, and dozens of other cities on the Mississippi River and its tributaries. The canal, in brief, amounts to an extension of the Mississippi River to the Mexican border, bringing to the rapidly developing Southwest the benefits and economies of inland waterway transportation.

Economies of this cheap transportation, of course, will not be confined to those cities situated upon the waterway; but, through combination rail and water rates, the benefits will be extended virtually to the entire Southwest. The manufactured products of the great industrial centers of the Middle West can move at low cost to points where they are needed and barges, returning, can carry the agricultural and mineral products to the industrial centers, all at a cost which is estimated as only a fraction of railway transportation.

It should be noted, however, that the association is not waging war upon the railroads, a fact best attested by the cordial support of the railroads themselves. Many of the railway leaders of the Southwest are the strongest advocates of the construction of the canal; they realize the need of adequate transportation facilities, and recognize the fact that the development of railway facilities has not kept pace, and cannot keep pace, with the demands being put upon them. Use of the canal in the transportation of heavy, bulky commodities will leave to the railroads the task of moving prod-

ucts which must be handled rapidly—and the railroads realize that the development of the Southwest will mean an increased demand for transportation.

The canal is authorized for a depth of nine feet, and a bottom width of 100 feet, throughout its entire length. Rights-of-way committees are at work along the virtual length of the canal, and are making excellent progress. Recently, the association advanced to the War Department \$70,000 for the completion of location surveys along the route from Galveston Bay to Corpus Christi. Engineers are making preliminary surveys of the route south from Corpus Christi, and only a few months ago a navigation district was created in the Lower Rio Grande Valley, voting \$500,000 in bonds for preliminary work in that district. General George W. Goethals, builder of the Panama Canal, has been engaged by the Valley district to conduct an industrial and economic survey of the Southern portion of the canal route, and he and his associate, C. H. Van Law of Harlingen, are at present engaged in preliminary work upon this survey.

Interest of the lower Rio Grande Valley in the canal project is reflected in the preparations being made for the twenty-third annual convention of the Intracoastal Canal Association, which will be held in Harlingen and Brownsville, November 7 and 8. The entire valley is cooperating for the entertainment of the convention, which will be the first South of Corpus Christi since the organization of the convention, and indications point to the largest attendance in the history of the association. The list of speakers will include Gen. T. Q. Ashburn, head of the United States Inland Waterways Corporation; S. Wallace Dempsey, chairman of the House rivers and harbors committee, and a number of other leading waterways advocates.

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### Gasoline and Synthetic Wood Alcohol From Natural Gas.

Monroe, La.—The Louisiana Research Corporation, recently incorporated, has begun construction of the first unit of a plant, 24 by 40 feet, for extracting gasoline and synthetic alcohol from natural gas. It will be located eight miles east of Monroe, on the main line of the Missouri Pacific Railroad between Monroe and Little Rock, and will be served by a private switch. The initial unit will be small, but will be enlarged as conditions warrant. It is understood that the first product will be methanol and high gravity gasoline, but under its charter the company may manufacture chemicals and chemical compounds consisting of methyl alcohol, liquid hydro-carbons, ammonia, phosphoric acid, caustic soda and kindred products.

Experiments for perfecting the process to be used have been conducted for some time by H. Allison Webster, chemical engineer, and J. S. Robinson, mechanical engineer, both of Columbia, Tenn. The former is vice-president of the Louisiana Research Corporation, and the latter, secretary-treasurer. E. T. Shuler is president of the company.

### Europe's Business Recovery—Aggressive Initiative for American Export at Hand.

"European business on the whole has for some time been showing convincing evidence of recovery," says Dr. Julius Klein, Director of the Bureau of Foreign and Domestic Commerce, upon his recent return after an extensive study of European economic conditions. An encouraging spirit of determination is spreading in commercial and industrial circles, which previously had been laboring under a cloud of despair. There is a growing conviction that the problem is one of trade dislocation rather than downright destruction. Furthermore, it is fully realized that the pursuit of the phantom of "prewar normalcy" is not only inexpedient, but futile, that a new economic world has come into being since 1918 and the task involves not "restoration" of antiquated conditions, but adjustment to a new and vastly improved business environment.

Transportation facilities have notably improved during the past twelve months. There has been a widespread expansion of air traffic, not simply on the Continent, but in definite plans for service from European capitals to the trade centers of Africa, the Far East, and even for combination air, rail and ship facilities to South America. Rail traffic has been notably expedited and several new "luxury trains" have been recently put on. Even shipping has revived of late, especially because of the further replacement of steam by motor power.

Particularly encouraging has been the completion of currency and budgetary stabilization in practically all countries. Another financial indicator of importance has been the steady advance of savings. Their total in Germany, for instance, on July 1, 1927, exceeded 3,718,000,000 marks, as compared with 2,154,000,000 in June, 1926—a formidable increase of nearly eighty per cent.

The industrial situation in the Old World has still many unfavorable spots, but on the whole the recovery in recent months has been decidedly gratifying. Unemployment figures have been dwindling steadily. Industrial production generally has risen steadily. Steel exports of Europe for 1927 will show for the first time a substantial gain—probably about 20 per cent—in volume over 1913.

All of this betterment will undoubtedly mean improved buying power on the part not only of our leading customer (Europe took 48 per cent of our exports in the last 12 months) but also in the oversea European dominions and other sources of her foods, raw materials, etc. Nevertheless, the possible implications in this recovery in terms of more intensive competition should not be overlooked by American industry. Each of our leading trans-Atlantic rivals is making preparations for active drives in Latin American and Far Eastern markets. For this purpose they are rapidly marshalling the aid of new governmental trade promotive offices, better transportation and communications facilities, and various governmental credit insurance schemes, export subsidies, cartels under official patronage, etc. The time for watchful, aggressive initiative for American export is at hand.

It must not be inferred, of course, that there is no room for further improvement in the European economic situation. Business leaders throughout the Old World complain that trade barriers are still retarding commercial development all over the Continent. They point out, for example, that over 8,000 miles of new frontiers were set up in Europe by the Treaty of Versailles and several of these, as well as the older ones, have been decorated with strands of barbed wire in the shape of cumbersome customs procedure, multiplicity of tariff classifications, and in general an all too widely prevalent excessive economic nationalism.

Those trans-Atlantic observers who have been studying

American business conditions have commented upon the entire absence of any comparable barriers in our inter-state commerce. They have been fascinated by the picturesque details of large scale manufacturing made possible by such an unimpeded domestic market, but in the main they seem to have underestimated the value of the stimulation of mass consumption—rather than mass production, of endeavors for better distribution methods and improvements in wages, working conditions, and buying power.

### Site Selected for Atlanta's New \$1,000,000 City Hall.

Atlanta, Ga.—With the selection by the mayor and general council of the school property at Washington and Mitchell streets for a site, plans are expected to be developed rapidly for the erection of Atlanta's new \$1,000,000 city hall. It is understood that work will begin as soon as the old school building on the site can be razed and plans and specifications prepared. Actual construction is expected to be under way within 60 days.

### \$2,000,000 Fire Insurance Company Incorporated.

Incorporation papers for the Economy Fire Insurance Company have been approved by Carville D. Benson, Baltimore, State Insurance Commissioner of Maryland. The new company will be capitalized at \$2,000,000, with executive offices in Washington, D. C. Its incorporators include Roy A. Haynes; Sam T. Conkling and Samuel B. Curry, all of Washington; William H. Hubbard and Rene H. Williams, both of Philadelphia. It is understood that Mr. Haynes will become president of the new company which plans to operate throughout the country.

### To Develop Soapstone Deposits in Virginia.

The Old Dominion Soapstone Company, with offices in the Continental Building, Baltimore, has incorporated with an authorized capital stock of \$10,000 and has organized with Ernest L. Dinning, president and treasurer, and E. Lawrence Dinning, Jr., vice-president and general manager. The company has bought a soapstone property about four and one-half miles southwest of Clifton Station, Va., said to contain valuable deposits of talc and soapstone. The property was operated about ten years ago by John B. Hart & Son, but after the death of Mr. Hart and because of labor conditions brought about by the war, the mill was shut down. The new company is reconditioning the property and rebuilding the mill and expects to start operations about October 1.

### Sends Patients to Warm Springs, Ga.

Credit for improvement, verging on cure, in the affliction of infantile paralysis which he long has suffered was given recently by Franklin D. Roosevelt, former Assistant Secretary of the Navy, to the curative spa at Warm Springs, Ga. "Without the use of any serum, Mr. Roosevelt declared that Warm Springs was making life once more livable for those whose limbs have been rendered useless," said the New York Herald Tribune, and in his own case "he is confident that by continuing the treatments at the Georgia spa the full power of his limbs will be restored."

In his faith in this curative spa, Mr. Roosevelt has extended the use of the spa at Warm Springs to 10 patients, to be sent by Dr. L. H. Martin of Fort Worth, Texas, who has developed a serum treatment for infantile paralysis. At Warm Springs is maintained the Georgia Warm Springs Foundation, of which Mr. Roosevelt is a director, with several other well-known men.



## \$20,000,000 Program of Improvements in South Plains Region of Texas.

ACTIVITY IN HIGHWAY BUILDING, RAILROAD CONSTRUCTION AND IN PIPE LINE EXTENSIONS.

By MAURY HOPKINS, Secretary, Board of City Development, Plainview, Texas.

A public improvement program calling for the expenditure of approximately \$22,000,000 is under way on the South Plains of Texas. This will materially affect Plainview, Lockney, Floydada, Lubbock, Aiken, Petersburg, Dimmitt, Hale Center, Silverton, Abernathy and other cities in this section of the State. The amount is divided between hard-surfaced roads, railroads and natural gas. New railroads under construction in the territory involve the expenditure of \$8,000,000, the installation of a natural gas line and distribution systems \$5,000,000, and \$9,000,000 will probably be spent on the hard surfacing of State highways in Hale, Lubbock and Floyd counties.

The Fort Worth and Denver South Plains Railroad Company is rushing its new lines to completion at an aggregate cost of \$7,000,000, and the Quanah, Acme and Pacific is extending its line from below the caprock to the Plains at a cost of over \$1,000,000. The Fort Worth and Denver, a subsidiary of the Burlington system, which will be owned by the Colorado Southern, is building its main line from Estelline, a point on the present line from Fort Worth to Amarillo, to Plainview, a distance of 92 miles. From Plainview a line is being built to Dimmitt, in Castro county, 40 miles northwest from Plainview. The Denver is also building an intersecting line eight miles long from Silverton to Lubbock, which will serve Lockney and Petersburg. This intersects the main line from Plainview to Estelline at a junction, 16 miles east of Plainview in Floyd county.

More than 75 per cent of the grading operations on the Denver lines are completed; the tunnel at the ascent to the Plains at the caprock is completed; rails are being laid out of Estelline toward Plainview, and train service will be inaugurated by June of next year, according to a recent report of Frank E. Clarity, general manager of the Denver lines.

The Quanah, Acme and Pacific Railroad, whose present line extends from Quanah to McBain in Motley county, passing through Paducah and Roaring Springs, is extending the line from McBain on to the Plains at Floydada where a connection with the Plainview branch of the Santa Fe lines will be made. Their line, which will cost in excess of \$1,000,000, is under construction, the grading operations progressing rapidly, with every indication that the new line will be in operation in time next year to handle part of the 1928 crop of wheat and small grains from this territory.

The Prairie Oil and Gas Company, which acquired the interests of A. J. McMahan of Oklahoma City who promoted the West Texas Gas Company, is carrying out the McMahan project with several additions, and is building a natural gas line and distribution system which makes a complete network of the entire South Plains territory, and will give natural gas to practically every city and town on the South Plains. The gas line is being laid from the Amarillo gas fields, north of that city, south through Amarillo, Canyon, Happy, Tulia, Kress, Plainview, Hale Center, Abernathy, Monroe, Lubbock and Slaton. From Plainview a line is being laid to Aiken, Lockney and Floydada east. From Lubbock a line is being laid which will serve Idalou, Lorenzo, Ralls and Crosbyton. Other extensions of the system are planned with the completion of the project under construction. Over \$5,000,000 is now being spent in the installation of this system, and hundreds of men are working with expensive equipment along

the entire line in an effort to get gas to the South Plains before winter. The distribution systems in the various cities are being laid simultaneously with the main line from the gas fields.

Not only do the various cities and towns expect to benefit from the natural gas installation, but the farmers along the line are being offered gas for heating their homes, and later on a cheap industrial rate will be afforded those who wish to employ gas as a fuel to run their irrigation plants in the shallow water district around Plainview, where irrigation is already profitably employed, even with more expensive fuels. The West Texas Gas Company's manager, R. F. Hinchey, says the company expects to make an exhaustive study of irrigation at Plainview and will use the facilities of his organization in the promotion and encouragement of small tract irrigated farming in this section.

Hale county has taken the lead on the South Plains in hard-surfaced road building, and has already voted \$1,000,000 in road bonds, the proceeds of which will be used to match State and Federal aid in the paving of the two State highways through Hale county, Numbers 9 and 28, respectively. The program calls for an expenditure of approximately \$3,000,000 and the highest type pavement will be used on the 65 miles of State highways through the county. Highway 9 through Hale county goes through Plainview, Hale Center and Abernathy, while Highway 28 is the Lee Highway designation through the county from east to west through Plainview from the Floyd county line on the east to Lamb county on the west. Both of these are classed as of primary importance by the Federal Bureau of Good Roads.

Floyd county plans to expend \$450,000 to be used in matching Federal and State aid in paving Highway 28 through that county at an approximate cost of \$1,500,000. Highway 28 extends from Vernon, Texas, to Farwell, and in Floyd county it passes through Floydada and Lockney.

That Lubbock county, south of Plainview, will follow the lead set by Hale and Floyd is regarded as a very strong probability, with an organization already perfected at Lubbock to promote a \$3,000,000 bond issue for the hard surfacing of the three State highways which converge there.

With the acquirement of these three additional facilities, more railroad mileage, hard-surfaced roads and natural, the South Plains area anticipates an unprecedented era of expansion in industrial lines. Already many private undertakings are under way that will necessitate a large aggregate expenditure.

### San Angelo Ships 10,811,291 Pounds of Wool.

San Angelo, Texas.—According to figures recently compiled here, San Angelo was the point of origin of wool shipments amounting to 10,811,291 pounds, of the Texas spring clip. As the total spring clip of Texas amounted to 28,176,644 pounds, San Angelo's shipments represent more than one-third of the entire clip and exceed its own shipments last year by approximately 2,000,000 pounds. Other Texas points shipping more than 1,000,000 pounds, include the following: Del Rio, 3,385,115 pounds; Kerrville, 2,359,331 pounds; Menard, 2,393,544 pounds, and Mertzon, 1,059,965 pounds. Fifty-nine other concentration points shipped fewer than 1,000,000 pounds each.

### Employees Work in Real Sunlight.

Unfiltered sunlight, still retaining the health-protective and the health-promoting properties of the ultra-violet ray, is reported as being sought more and more by builders at the instance of corporations and other construction interests for whom they are erecting structures in various parts of the country. The ultra-violet ray of sunshine is retained in interior lighting through use of a new, special window glass, which, although equally translucent with ordinary window glass, admits the ultra-violet properties which the general window glass keeps out.

Known as Vita Glass, the new product was invented by F. E. Lamplough of England and is described by William G. Thompson of the Hires Turner Glass Company of Philadelphia as "a new English window glass, transparent to the ultra-violet rays in sunlight, direct and reflected; it therefore means that it is possible to have indoors the health benefits of the natural light which ordinary window glass excludes." To which P. H. Jennings, president of the Vitaglass Corporation, 50 East Forty-second street, New York City, adds:

"There seems to be some confusion about the ultra-violet rays of sunlight, due to an impression that all of the ultra-violet rays in sunlight have a health value. This is not the case.

"Science breaks up the ultra-violet band of sunlight into two chief groups—the upper range, or photographic, ultra-violet and the lower range, or vital, ultra-violet. Ordinary window glass will transmit slightly under one-half of the total ultra-violet in sunlight and can claim to be an 'ultra-violet transmission glass,' but this applies only to the upper range, or photographic, ultra-violet, which has no health value.

"Thus, when we state that Vita Glass transmits over 50 per cent of the available ultra-violet health rays, which ordinary window glass keeps out, we refer to the lower range, or the vital, ultra-violet health rays of sunlight."

Actual biological tests in the last three years, adds Mr. Jennings, prove that Vita Glass transmits the vital ultra-violet rays in sufficient volume for all health purposes, and he cites a report on the Council on Physical Therapy which says that its investigations "encourage the belief that there are now available materials for glazing our windows which do not possess the fault of window glass in excluding the health-giving rays of sunlight," and names Vita Glass as such a material.

While the cost of Vita Glass is a small percentage higher than that of ordinary window glass, research is said to have shown that the cost of installing it amounts to only about .001 per cent of the entire cost of a building; in other words, the cost in a million-dollar building would be \$1000. Furthermore, to offset this, health records compiled by the Metropolitan Life Insurance Company and by the United States Public Health Service agree that approximately eight and one-half days per employee are lost each year through minor ailments, while the introduction of the vital range of the ultra-violet ray through Vita Glass is said to cut down these absences 12½ per cent. This, it is figured by executives of great concerns, more than covers the slight increase in cost over ordinary window glass. As a concrete example, a test was held in a boys' school which showed that the absences of boys whose windows were glazed with Vita Glass dropped from 12.78 per cent at the beginning of the period to 7.27 per cent at the end, a reduction of 40 per cent in the absences.

So, in solicitude for the health of the workers, for humanitarian as well as economic reasons, employers now are turning largely to the health protective and health promoting properties of the ultra-violet ray. In the great structure erected for the Equitable Trust Company on Broad street, New York, opposite the Stock Exchange, 10 floors are vitaglazed, so that the ultra-violet rays of the sunshine will be diffused indoors.

"Not only will our company's quarters in 10 floors admit the health rays of the sun through this special glass," said Vice-President Lyman Rhoades, "but also it is probable that

eight floors of the Wall Street wing will employ it. We are told that our installation is the first instance in this country where a skyscraper office building will utilize the scientifically established health benefit of the sun's vital rays, although London bankers are said to have been profiting from similar installations for some time.

"We know that office workers do not have enough opportunity to get out under the sun. We know that the healthful rays of the sun are excluded by window glass. So, the next best thing that our company can do is to take advantage of this discovery by an English scientist to bring the vital part of sunshine indoors for maintaining the physical welfare of our thousand or more executives and employees while they work.

"If we were to view this move solely as an investment on which we selfishly may expect a profitable return, we are confident that the 375 or more vitaglazed windows of our new building will give us that return in a newly invigorated personnel and a lessened absentee list."

Also, it is figured that better rentals can be obtained through use of Vita Glass and this feature is one of the moving factors in the adoption of the new material by constructors.

### An Interesting and Newsy Magazine.

The Baltimore and Ohio Magazine for September contains another interesting instalment of Baltimore and Ohio Railroad history by Edward Hungerford, Centenary director, who is in charge of the Fair of the Iron Horse which is to open for all the public on September 24 at Halethorpe, Md., near Baltimore. Another excellent contribution with numerous illustrations is the account of the celebration at Newark, Ohio, in honor of the one hundredth anniversary of the railroad company. One of the pictures represents an old "grass-hopper" locomotive running under its own steam on a street car track in Newark and pulling a replica of one of the first passenger cars used on the railroad.

### Conditions Sound, Say Credit Men.

No appreciable change in business conditions is anticipated for the remainder of 1927 by the National Association of Credit Men, New York, according to the August monthly survey conducted by the Association. It says:

"Conditions are sound and wholesome, with no sign of a business cycle depression which, according to some authorities, is long overdue, but which is not at all likely to materialize. The fluctuations of the business cycle have been minimized in great measure by the intelligent control of the credit flow exercised by the Federal Reserve system. Unfavorable factors still exist, but they appear powerless to disturb the equilibrium of business."

### Costs Less to Grow Oranges in Florida.

In a comparison of citrus fruit production costs, the Florida Grower finds that Florida can produce oranges at a cost of 50 cents a box lower than California. According to the California Citrus League, Los Angeles, it cost fruit growers of that State an average of \$1.59 per box in 1925 and \$1.32 per box in 1926 to grow oranges. L. M. Rhodes, Florida State Marketing Commissioner, Tallahassee, says the average cost of producing oranges in Florida during the 1925 season was 80 cents a box and 88 cents for the past season.

### Lufkin Improvements to Cost \$350,000.

Lufkin, Tex.—Improvements to cost about \$350,000 will be undertaken by the city of Lufkin this year, including the construction of streets to cost \$125,000. Other improvements will include a \$20,000 fire station, \$20,000 incinerator, \$50,000 waterworks extensions and \$85,000 sewer extensions.



### \$1,250,000 Office Building at Wichita Falls.

Recently completed at a cost of more than \$1,000,000, construction has been started on two additional stories on the 11-story Hamilton office building at Wichita Falls, Tex; this will increase the cost of the structure to approximately \$1,250,000. Upon its final completion the two upper floors will be occupied by the Wichita Club. The structure is of concrete, brick and stone and will contain a total of 127,000 square feet of floor space, with a concourse on the first floor reaching to a height of two stories and having an arched ceiling. Exclusive of the first floor, which contains 13 rooms, the building will have a total of 280 office rooms.

Paneling on the first floor is of birch wood finished in walnut, while the corridor has been finished in marble. Entrances are trimmed in carved stone and transoms have been



NEW HAMILTON BUILDING, WICHITA FALLS, TEXAS.

glazed with Belgian art glass. All corridor floors have been laid in rubber tile and all windows are of plate glass and equipped with Venetian blinds. Lavatory walls are all of tile. The building has been equipped with four high speed elevators electrically controlled; elevator doors are operated by air. A refrigeration system has been installed and all rooms are equipped with ceiling fans. Gas and compressed air have also been provided for the use of physicians who may have offices in the building.

A garage will be built immediately, it is announced, for the accommodation of tenants and this may be used by ambulances carrying patients, as facilities will be provided for driving the ambulance into the garage and loading patients directly on an elevator which will carry them to the doctor's office.

The building is owned by W. B. Hamilton of the Hamilton-Martin Investment Company, Wichita Falls, Bryan & Sharp of Dallas are the architects and Jim Harrison of Wichita Falls, general contractor. The following are sub-contractors: C. L. Shaw, masonry; Concrete Engineering Co., steel; Williamson-Greer Co., plastering; Southwestern Floor & Sales Co., rubber floors; Southwestern Glass & Paint Co., glass; J. M. Johnson & Co., wiring; Southwest General Electric Co., fans and fixtures; Hamilton Company, plumbing and heating; Otis

Elevator Company, elevators; Vermont Marble Company, marble; Southern Ornamental Iron Works, elevator doors and ornamental and miscellaneous iron, all of Dallas; Ingram & Co., millwork; J. Walter Rogers, painting, both of Fort Worth; Graham-Norton Company, Chicago, signals and pneumatic door operators; Lydick Roofing Company, roof and sheet metal, and McBee Tile & Mantel Co., tile, both of Wichita Falls.

### To Erect \$500,000 Pharmaceutical Building.

By a vote of its membership, the American Pharmaceutical Association, of which Dr. E. F. Kelly of Baltimore is general secretary, has decided to erect a headquarters building in Washington, D. C. Plans for the structure have not been definitely determined, but its general features will include main offices for the association and a clearing house for the drug industry of the country. It will contain research laboratories, a national museum of pharmacy and chemistry, offices of national associations, library and auditorium to accommodate conventions of pharmaceutical associations. The proposed museum, it is said, will house exhibits of natural drug resources, not only of this country but of foreign countries, of history, education and botanical science. Research equipment will include the Dohme Memorial Research Laboratory to be established through a gift of \$10,000 by Dr. A. R. L. Dohme of Sharp & Dohme, Baltimore.

Dr. H. A. B. Dunning of Hynson, Westcott & Dunning, Baltimore, is chairman of the building plans committee and of a campaign committee to raise funds for the structure. It is the purpose of the campaign committee to raise \$1,000,000, of which \$600,000 has been subscribed and \$300,000 paid in. Tentative plans contemplate a building to cost approximately \$500,000, the remaining funds to be used for site, equipment and other purposes.

### Sprinkler System for Big Lumber Mill.

Cross City, Fla.—An automatic sprinkler installation to cost \$40,000 to \$50,000 is to be made in the new plant of the Putnam Lumber Company under construction here. The entire mill will be protected by a sprinkler system, which aside from the inside work includes hydrants and underground equipment, affording good fire protection and effecting insurance savings.

The contract for this work was awarded in August to the Moore Pipe and Sprinkler Company, a subsidiary of the Moore Dry Kiln Company, Jacksonville, Fla.

### Work Begins on \$300,000 Church.

Jackson, Miss.—Excavation has been started by I. C. Garber, local contractor, on the new building to be erected here for the Calvary Baptist Church, at a cost of approximately \$300,000. The structure will be of brick with tile roof, and will be equipped with a steam heating plant. It will contain an auditorium to seat 1400 and will have a three-story Sunday school building. Plans and specifications were prepared by the R. H. Hunt Company, Chattanooga, Tennessee.

### Plan Five Cheese Factories in Mississippi.

According to the Mississippi State Board of Development, Jackson, a chain of five cheese factories for Mississippi has been announced by X. A. Kramer of McComb, Miss., who will build at McComb, Magnolia, Liberty, Osyka and Tylertown. The first will be at McComb and is expected to be ready for operation in October. Five condenseries are also assured for the State, it is said, these to be located at Starkville, Aberdeen, Tupelo, Kosciusko and Macon.

# THE IRON AND STEEL SITUATION

## Pittsburgh Steel Market.

Pittsburgh, September 5—[Special.]—Production of pig-iron and steel were at approximately the same rate in August as in July. Preliminary reports indicate a decline of less than 1 per cent in pig-iron. Shipments by the Steel Corporation are reported to have decreased a trifle.

In August as a whole steel bookings were lighter than in July, but there was a heavy loss early in August, with improvement thereafter, and the rate of steel buying now is probably fully up to the July-August average.

Seasonal increase in steel tonnage is still expected, but at nothing like a rapid rate. The common expression is that steel demand is very poor, but as a matter of fact general demand, outside of three particular lines, is quite heavy, close to the average of the past couple of years. The three exceptions of light buying involve the oil and gas fields, the railroads and the automobile industry. Drilling is light on account of excessive production of oil already. Railroads are buying less because they are in excellent physical condition. The reason for the low activity of the automobile industry is only a matter of conjecture, since the absence of Ford production might be claimed as the cause.

The steel industry is now running at about 15 per cent under its rate at this time last year, or at about 70 per cent of its full capacity. The statistical blue book just issued shows an increase in steel ingot capacity during 1926 of 3.8 per cent, so that for the same tonnage production percentage rates of capacity run lower than formerly. Less than half of the 1926 increase in capacity came through the erection of distinctly new units, the major part of the increase coming from minor improvements and from increased efficiency.

Inquiry for rails has begun to appear and the regular annual rail buying movement will probably begin within a few weeks. The supplementary buying movement which started early in July did not amount to much, and accordingly the annual buying may come sooner. This will involve some deliveries in the remainder of the year, but the bulk of the tonnage will be for delivery in the first half of next year. In recent years rail replacements have tended to run somewhat smaller than formerly relative to the volume of traffic as rails are wearing better, on account of improved quality and heavier sections.

Fabricated structural steel lettings reported last week totaled 50,000 tons, making a very good week. Lettings in August as a whole were fairly heavy, while July lettings had made a new high record. In the first half of the year the tonnage was just equal to that in the same period last year, while July and August have run ahead of the corresponding months, whereby lettings in the eight months are several per cent above those in the same period last year. If building activity is running less this year, as claimed in some quarters, the building that does occur must be running more into steel than formerly.

Demand for nails and other wire products is still running quite moderate. Mills are holding their prices, based on \$2.55 for nails, and are booking little new business, depending rather on contract specifications. There is reselling by distributors at less than mill asking prices. Wire nails are scarcely running at 50 per cent, but there is little decrease from last year, as it is a long time since the wire industry ran at close to its capacity.

Sheet mills are holding prices quite well, but there is a little shading.

The Standard Sanitary Manufacturing Company has bought 4000 tons of foundry iron for its Baltimore plant, fourth

quarter delivery, taking some 5000 tons or more for its Allegheny and New Brighton plants, also buying 2000 tons of Alabama iron for Louisville, all at regular prices.

## Birmingham Iron Market.

Birmingham, Ala., September 5—[Special.]—Continued buying in small lots, furnace interests holding to the base price that has existed for some time, production being kept fairly steady and confidence that there will be recovery before long, are the principal features of the pig-iron market in Alabama. Nineteen blast furnaces are making iron, 11 on foundry and 8 basic. It is admitted that some iron is going to the surplus stocks but evidently not in any alarming quantity. The quotation base of iron is still given at 17.25 per ton, No. 2 foundry. While intimation was given recently that concession was made on this price, there has been no statement verifying sales at a lower price.

Pig-iron production in Alabama for the first eight months of the year shows decline as compared to the same period a year ago.

The new No. 2 city furnace of the Sloss-Sheffield Steel and Iron Company is being developed and its 400 tons daily capacity will be noted before long. This furnace is the most modern of the district, the various devices added in the rebuilding of the ironmaker making it possible to produce iron at a lower cost. A good quality of iron is reported steadily at this plant. The company has four of its blast furnaces in operation, two at North Birmingham and the two city furnaces. The company is also pushing other work of rounding out its properties in the district, such as improving the by-product coke works at North Birmingham to bring about increased output; installing haulage machinery in the mines at Flat Top to bring about increased production and at the same time prepare for the change of labor during the coming year, the State to remove all convicts; another power unit is being installed at the city furnaces to care for the required power in the electrification of the works of the company. While no positive announcement is made as yet, it is understood that the No. 1 city furnace will be rebuilt next year under plans of the No. 2. The four furnaces now in operation are providing upwards of 1300 tons of iron daily.

The steel market is showing slight improvement and considerable light shape steel is moving from the district. The resumption of operations at the big Ensley Works of the Tennessee Coal, Iron and Railroad Company has been followed by a better feeling in the steel mart. The shut down for 10 days of the Ensley plant to allow the placing of a new engine in the blooming mill gave opportunity for breath taking, so to speak, and there is a return to work that will show results. The fabricating shops are hopeful of recovery in the trade. The rail mill has started work on orders which railroads placed a month ago for rolling and delivery during the remainder of the year. Sale of railroad accessories is also reported, the railroads having some fill-in orders for this year's needs. The expectations here are that within a short time now specifications will be announced as to the probable needs for next year. The steel market is feeling improved conditions by reason of the cotton situation. There is a steady shipment of cotton ties from this city into the cotton section, while other shapes of light steel are moving.

The coal market is greatly improved in Alabama, the weekly production has recovered to near normal, the output now is estimated at around 380,000 tons a week. Considerable coal is being shipped into the West, railroads having come to this district for fuel because of the shortage which is increasing by reason of the strike in the central competitive district.



The Mississippi Valley is also taking coal from Alabama, the new coal rate being in effect. There is a decidedly better feeling in coal mining circles and the belief is expressed that within another two weeks there will be need for many of the mines now operating four and five days to take on six days and every effort for output. Railroads are beginning to fill bins in anticipation of a strong demand for coal. Domestic coal purchasing is also showing improvement.

The coke market is good. Demand is improving and make is being closely watched. Alabama By-Products Corporation will be ready to start up its 49 new ovens, doubling the production, by October 10. The Sloss-Sheffield Steel and Iron Company will also produce more coke by development at its North Birmingham plant. Domestic coke is in good demand.

Pig-iron and iron and steel scrap quotations follow:

#### PIG-IRON.

No. 2 foundry, 1.75 to 2.25 per cent silicon, f. o. b. furnaces, \$17.25; No. 1 foundry, 2.25 to 2.75 per cent silicon, \$17.75; iron of 2.75 to 3.25 per cent silicon, \$18.25; iron of 3.25 to 3.75 per cent silicon, \$18.75; charcoal iron, f. o. b. furnace, \$29.00.

#### OLD MATERIAL.

Old steel axles	\$16.00 to \$17.00
Old iron axles	16.00 to 17.00
Old steel rails	12.50 to 13.00
Heavy melting steel	10.50 to 11.00
No. 1 cast	14.00 to 15.00
Stove plate	13.00 to 14.00
No. 1 railroad wrought	11.00 to 12.00
Old car wheels	12.00 to 13.00
Old tramcar wheels	12.50 to 13.50
Machine-shop turnings	8.50 to 9.00
Cast-iron borings	8.50 to 9.00
Cast-iron borings (chem.)	13.00 to 13.50

### The Metal Market.

New York, September 5—[Special.]—The metal markets were in the main so dull last week as to be widely commented upon. In fact, the drab dullness was the outstanding feature. Never is much business expected for the week preceding Labor Day, for then it would seem that the maximum number of officials who have to do with buying and selling are away on vacation. So business last week was running true to form.

Tin in particular was stagnant. Sales on the London Metal Exchange on Tuesday were only 150 tons, which was probably the smallest turnover in the history of the exchange, the average tonnage per day there being 700 tons. On Wednesday it is probable that not a pound of tin was sold at New York and on several days not over 50 tons were sold, whereas a normal day sees from 200 to 300 tons sold, both on and off the New York Metal Exchange.

It was a week of extreme quiet in zinc, believed by some to be the quietest of the year. Lead selling was also dull, some of the large producers having sold no more than a carload on certain days of the week. Copper was the most active of the metals and was the exception that proved the rule of dullness. Starting at the middle of the week, export sales became quite brisk and a fair volume of sales for domestic consumption were made.

Metal prices showed but little change. The most definite change was that in lead. The American Smelting and Refining Company reduced prices \$2 per ton early in the week, to the surprise of the lead trade who felt that prices were becoming stronger. Tin and zinc fluctuated over narrow margins. The best strength was shown by copper which gradually firmed to 13¼ cents per pound, with some producers asking 13½ cents. Late the preceding week there had been several instances of quiet shading of the market. It is known, for instance, that one lot of copper sold at 12.95 cents, delivered to the Connecticut Valley for cash payment and other metal had sold at 13.05 cents. First 13¼ cents became the minimum and by the middle of the week the figure was 13¼ cents.

The usual fall improvement in business in general is rather

slow this year in making itself known. The steel makers have advanced the date on which they predict improvement in their line to the middle of September. The steadiness in steel has had a good effect upon the non-ferrous metals. This steadiness applies to rate of production, buying and prices. It is considered remarkable that the steel industry has held its own so well with many large buyers, such as the railroads, oil companies and automobile makers out of the market.

The rarer metals have been steady and quiet. Silver continues to fluctuate around 54½ cents per ounce as a pivot. The price of quicksilver is unchanged both here and at London, the domestic price range being \$119 to \$121 per flask. Platinum holds at \$70 per ounce for the pure grade.

A very confident spirit exists among the copper producers, which is in contrast to the feeling about ten days ago. Then prices were slipping and producers were fearful lest this be the beginning of another one of those severe declines which had dragged the red metal down to 12½ cents thrice before this year. However, the actual net decline was ¼ cent per pound following the grand advance of 1 cent per pound during July. This past week it was plainly evident that the reaction downward had run its course.

It is expected that the statistical showing for copper as of August 31 will have but little effect on the market. At this date opinions differ as to whether there will be a decline or otherwise in refined stocks. It is almost certain that production of blister copper declined last month. There is some doubt as to whether the large sales for export current this past week are to go into consumption immediately or whether they are being bought speculatively in view of the expectancy of higher prices in the fall. Producers believe that prices of domestic copper will fluctuate over the balance of the year from 13¼ cents to 13¾ cents per pound.

The chief statistical development in the metals during the week regarded the world's visible supply of tin which decreased 890 tons during August, though it had been predicted at the middle of the month that the decline would reach 1500 tons. Stocks at the end of August were 14,487 tons, as against 15,377 tons a month previous and 13,352 tons a year previous.

Prices of tin have changed over narrow limits during the week, or between 63½ cents and 64 cents per pound for prompt shipment. The situation has changed over a month ago in that tin for delivery over two months is sold at the same price as for spot delivery, revealing the ample supplies of immediate tin. One measure of tin consumption is the operating rate of the tin plate makers who are paced at 70 per cent of capacity as against full capacity in March.

When lead was reduced on Tuesday the current prices became 6½ cents per pound, New York, and 6.20 cents to 6.25 cents, East St. Louis. Until the decline inquiry became brisker, but the formal reduction took the wind out of the sails of the market. Producers are well sold up for their September production and are, therefore, willing to make no sales. Some prominent producers have been out of the market for several days, present selling prices proving unattractive to them. The price of lead ore was cut \$5 per ton in the tri-State district to \$85, the price of zinc ore remaining at \$42 per ton.

The price of zinc hovers at a price \$5 per ton above the low price of the year, or 6.25 cents per pound, East St. Louis. Several producers refuse to sell below 6.30 cents. It is believed that August statistics will show a moderate reduction in surplus stocks, following the decrease by 4000 tons in July. Domestic producers of prime Western slab zinc miss the usual foreign outlet. However, it is impossible to make these sales, as the British price is equivalent to 5.60 cents per pound, East St. Louis, or \$13 per ton cheaper than zinc could be sold to the other side.

## RAILROADS

### New Chesapeake and Ohio Tunnel.

Construction has been started by the Chesapeake and Ohio Railway on a new tunnel between Greenwood and Afton, Va., the estimated cost of which will be about \$500,000. The tunnel will be about 1100 feet long and will take the place of an old tunnel which became unfit for use. Meanwhile, trains are using a temporary track that has been built around the mountain through which the tunnel is being built. The Haley, Chisholm and Morris Company have the contract.

### Big Freight-Loadings.

Revenue freight loaded during the week ended on August 20 totaled 1,066,636 cars, according to reports filed by the railroads with the car service division of the American Railway Association. This was an increase of 17,356 cars above the preceding week this year, increases being reported in the total loading of all commodities except coke. Compared with the corresponding week last year, the total for the week of August 20 was a decrease of 14,867 cars as well as a decrease of 13,359 cars under the corresponding week in 1925.

According to the total loadings of revenue freight on the railroads since January 1 last, amounting to 33,402,257 cars, this year and last year have run close together. In this respect, the number of cars loaded in 1926 for the same period being 33,482,465. In 1925 the total for the corresponding period was 32,470,570 cars.

### French Lines Organize Auto Tours.

A special article by Louis Cheronnet, "How French Railroads Organize Their Advertising," which appears in a late issue of Foreign Trade, of Paris, there is a paragraph as follows:

"Besides bringing before the public the principal features of the towns and districts through which they passed the railroads realized that they could contribute to develop and make better known the hinterland, the regions lying off the main lines and to which there was no commercial reason to extend their elaborate train service. Instead of taking upon themselves the expenses of running trains which might be only sparsely patronized they organized automobile tours either independently or with the co-operation of the local societies. The growth and success of these automobile tours has been quite phenomenal. The P. L. M., as the Lyons-Mediterranean Railroad is called, has at the present time a motor car service longer in kilometers than the railroad proper."

### Diesel Locomotive Building in Germany for an American Railroad.

The Boston and Maine Railroad is having built at the Krupp Works, Essen, Germany, a Diesel direct drive locomotive which, according to advices received by the company, is to be given its first test on the Prussian State Railway about December 1. Efficiency several times as great as that of a steam locomotive is claimed for the Diesel railroad engine which, it is stated, can be economically used in all classes of railroad service, passenger and freight. It is further said that the Boston and Maine Railroad has an option to obtain 20 of these new type locomotives if it wishes to do so after the tests, which are to be supervised by one of its officers. There has been some expression of opinion that if the engine does all that is claimed for it the use of Diesel locomotives may have far-reaching influence upon the future use of railroad motive power.

### Lower Coal Freight Rates to Southern Ports.

Washington, Sept. 3 [Special].—A reduction of 28 cents per net ton in the freight rate on bituminous coal from Southern mining fields to South Atlantic ports has been recommended to the Interstate Commerce Commission by two of its examiners in a case brought by the Traffic Association of the South Atlantic Ports, including Wilmington, Charleston, Savannah, Brunswick and Jacksonville. The mines involved are those in southern West Virginia, western Virginia, eastern Tennessee, eastern Kentucky and the Birmingham (Ala.) district.

The reduction recommended would restore the rates to their level before October 3, 1925. At that time, shippers opposed the increase and asked the Commission to suspend the rates, but this was not done. The railroads declared that this increase was due to the fact that water competition was no longer a factor, and to avoid lowering the rates to intermediate points to prevent violating the amended long-and-short-haul clause of the Interstate Commerce law.

All rates are based on the key rate to Charleston from mines in the Coal Creek and Wind Rock districts in Tennessee and the Appalachia and Dante districts in Virginia; other ports take differentials on Charleston and other mining districts take differentials on Coal Creek and related fields. The railroads contended that the former rates to the ports were on a depressed basis and the increase of 1925 brought them up to the general level of coal rates. This position was attacked by the port interests and an extensive study of the rates was made, considering such factors as ton-mile earnings and the relation of the rates in question to many other rates on bituminous coal in various sections.

On the basis of these rate studies, the examiners have decided that the present rates are unreasonably high and they recommend a uniform reduction of 28 cents per short ton as proper, bringing the rates down to the 1925 level. The port interests had computed that a reduction of 40 cents per ton would be a reasonable rate. Both parties to the case have the right to file exceptions to the proposed report and ask for oral argument before the Commission acts on the report.

The proposed rate from Coal Creek and grouped mines to Charleston would be \$2.82 per ton, to Wilmington \$2.82; to Savannah and Brunswick, \$2.92, and to Jacksonville, \$3.02. The rate to Charleston from the Pocahontas and New River fields would be \$3.02; from the Jellico field, \$2.93, and from the Birmingham field, \$2.97. Rates from these fields would be higher to the other ports by the same amounts over Charleston as in the Coal Creek or key rates.

### The South's Industrial Opportunities.

"Industrial Opportunities Along the Seaboard Air Line Railway" is the title of a booklet published by the Industrial Department of that transportation system for distribution by the company's committee on lecture tours. These tours, mention of which was lately made in the MANUFACTURERS RECORD, are being conducted by special representatives of the Seaboard's Industrial Department for the purpose of spreading throughout the country information concerning the great advantages of the South for industrial development and agriculture; also presenting the principal features of the Seaboard's territory to everyone who may be interested. This late booklet gives concrete facts, together with several appropriate pictures. Warren T. White, Norfolk, Va., is acting industrial agent.

The Graysonia, Nashville & Ashdown Railway Co., C. M. Conway, president and general manager, Texarkana, Ark., proposes to spend about \$100,000 for improvements, including a station at Ashdown, Ark.



## TEXTILE

### Book on Southern Textile Activities.

The Southern Textile Association, Charlotte, N. C., has published a book of 350 pages covering the proceedings of the nineteenth annual meeting held June 17 and 18 at Asheville. It includes all papers read before the convention, as well as the report of each of the sectional meetings. A report from the Texas Textile Association, an affiliated organization, is included. There are also presented the results of a number of tests which have been made by applicants as a basis for membership in The Arkwrights, which it is believed will give valuable information to mill men.

The association announces it is endeavoring to make the publication more valuable each year, so that the various numbers will comprise a library of practical experiences covering every phase of the manufacture of cotton yarns and cloth in mills throughout the country. It is said the book is now used as a text book in their senior classes of a number of textile schools in the South, as well as in one of the biggest textile schools in the East.

Some of the subjects of papers published in the 1927 book are: The Buyer's Viewpoint in Purchasing Goods, and the Selling Value of Quality and Uniformity of Product; Human Relations in Industry; Relation of Church to Industry; Work of the Cotton Textile Institute, and The Arkwrights, Its Organization and Purpose.

### Carolina Company Takes Over Georgia Mill.

Quitman, Ga.—At a recent meeting of stockholders of the Western Reserve Cotton Mills Georgia Company, details for transferring the mill here to the Morgan Cotton Mills, Inc., of Laurel Hill, N. C., were determined. The new owners have installed their own office force, with R. D. Sanders of Greenville, N. C., as office manager. Mack Bozeman is superintendent. The Western Reserve mill is equipped with 10,088 ring spindles and 24 plain looms for the production of tire fabric, and for some time has been operating on orders from the Morgan mill. The latter is equipped with 15,600 ring spindles and 5500 twister spindles for making woven and cord tire fabric. Edwin Morgan is president of the company and J. D. Phillips, secretary and treasurer.

### Welborn Mills Incorporated—Will Build.

Lexington, N. C.—The Welborn Mills, Inc., have organized here with a capital stock of \$25,000 and the following officers: D. D. Doniger, president, and Harry Doniger, vice-president, both of New York, and H. G. Welborn of Lexington, secretary, treasurer and manager. The company will erect a mill for the production of men's and boys' novelty hosiery, with a daily capacity of 100 dozen pairs. The building will be 50 by 60 feet, of brick, steel and glass, to cost \$6000. Machinery installation, to cost about \$12,500, will include 10 knitting machines to be electrically driven. Equipment bids to be received within two weeks. W. L. Harbin of Lexington is handling engineering and construction.

### Cotton Mill to Build 26 Dwellings.

Magnolia, Ark., August 31—[Special.]—Contract is expected to be awarded within 30 days by the Magnolia Cotton Mill for the erection of 26 dwellings for operatives. This company is building a \$500,000 cotton mill here, for which J. E. Sirrine & Co. of Greenville, S. C., are the engineers, and Thomas S. Byrne of Fort Worth, Texas, general contractor

### Contract for 100 Dwellings for Slater Mill.

Marietta, S. C.—General contract has been awarded by S. Slater & Sons, Inc., of Webster, Mass., to the Townsend Lumber Company, Anderson, S. C., for the erection of 100 dwellings for the new Slater mill to be erected at Marietta. J. E. Sirrine & Co., Greenville, S. C., are the engineers for the project. Contract for the mill building was recently awarded to the Fiske-Carter Construction Company of Greenville.

### Addition to Cotton Mills.

Kings Mountain, N. C.—A two-story mill addition is being erected here by the Sadie Cotton Mills Company, Inc., for the accommodation of 4500 additional spindles for the production of combed yarns. The extension will be 128 by 105 feet. The present mill is equipped with 5544 ring spindles, 25 twister spindles and 14 cards, for making fine combed yarns, cones, tubes, skeins and ball warps 60 to 80. L. A. Kiser is president of the company.

### Contract for \$250,000 Bleachery Addition.

Kannapolis, N. C.—General contract has been awarded by the Cannon Manufacturing Company to W. O. Pratt of Mt. Holly, N. C., at approximately \$250,000, for the construction of an addition to its bleachery here. The building will be 278 by 321 feet, of which two portions, 278 by 123 feet and 278 by 52 feet, will be two stories and the remainder one story. Construction will be of concrete, brick, steel and timber. F. P. Sheldon & Son of Providence, R. I., are the engineers.

### Power for Two Cotton Mills.

Opp, Ala.—Plans have been made by the Micholas Cotton Mills and the Opp Cotton Mills for purchasing power from the River Falls Power Company of River Falls, Ala., and it is announced that the latter will build sub-stations and transmission lines. Emmet S. Killebrew of Albany, Ga., is the engineer. The Micholas mill is equipped with 21 cards, 7300 ring spindles and 190 automatic looms for producing light weight sheetings and drills, while the Opp mill is equipped with 18 cards, 4992 ring spindles and 160 looms for heavy sheetings.

### New Edition of Davison's Blue Book.

The Davison Publishing Company, New York, announces the completion of the first consolidated edition of Davison's Textile Blue Book and Dockham's American Report and Directory of the Textile Manufacture and Dry Goods Trade, these having been issued since 1886 and 1885, respectively. The volume of over 2,000 pages comprises the following: Directory of Cotton Mills; Woolen Mills; Worsted Mills; Silk Mills; Knitting Mills; Jute, Linen and Flax Mills; Canadian Mills; Dyers and Finishers; Mills with Dye Houses; Commission Merchants; Cotton Dealers (both domestic and foreign); Wool Linters; Linter Dealers; Waste Dealers and Manufacturers (both domestic and foreign); Wholesale Rag and Remnant Dealers; Textile Supplies; New Textile Mills; Classified Directory of Mills. Carefully revised maps show all towns and cities where there are textile plants, dyeing, bleaching or finishing works.

There is an office size edition of 2,050 pages with a heavy cloth binding, a handy edition of 1900 pages, and a salesmen's directory of 600 pages.

## GOOD ROADS AND STREETS

### Unique Tests on North Carolina Bridge.

Unique in the annals of American bridge testing, a project to load the concrete span of the Yadkin River bridge, connecting Stanly and Montgomery counties, North Carolina, until it cracks, will be undertaken about October 1. By so doing, North Carolina will be taking a foremost place in the era of great bridges—not by way of constructing a large bridge, but in the opposite way, by the destruction of one.

The Carolina Power and Light Company, Raleigh, is building a hydro-power dam which will raise the water above the present bridge. At a cost of \$300,000, it is building a 1500-foot bridge 42 feet higher than the structure to be torn away. While discussion was under way as to what should be done with the old bridge, W. F. Hunter, an engineer in the State Highway Department, conceived the idea of testing the bridge to see just how big a load it would carry—to load it, in short, until it broke. This was an idea with plenty of appeal to the popular imagination, but no less of wide scientific interest—"the chance of a lifetime," as one prominent bridge engineer put it.

Especially as applied to arch bridges, the properties of concrete are not definitely known. It is only by estimating the small changes in the shape of the arches that the direction and the amount of the strains can be computed. This is not a simple matter, and there is some doubt as to how closely the theories come to the actual stresses in the bridge. Tests on models built to scale are frequently made; now, a full size bridge is to be broken to add to the knowledge of bridge designers and builders.

Every precaution is being taken to see that the most possible shall be learned from this lesson. Every idea is being heard and studied. In the drafting room, the computers are carefully figuring just what effect each increase in load ought to have; assistants are busy preparing materials for the tests, and correspondence is going on with various experts all over the country. E. F. Kelly, of the bureau of public roads, will take an important part in the test. The man particularly assigned to the field work is George W. Davis, who last year tested the floor of the Camden bridge. The tests are to be carried out by the State highway commission and the United States bureau of public roads, acting jointly.

It is hoped to start the actual tests within the next few weeks, but this will depend somewhat upon the progress made on the new bridge. If necessary to gain sufficient time for the tests, a ferry which has been constructed will be put in use. Data of inestimable value is expected to be obtained and the event is attracting engineers in all parts of the world. Among the organizations which plan to send representatives to observe the tests are the American Association of State Highway Officials, American Railway Engineers Association, the engineering departments of both the State University and State College, the American Society of Testing Materials, American Concrete Institute, United States bureau of public roads and the North Carolina highway commission.

Preliminary studies of the effect of temperature variations on the arch ring of the bridge are now in progress, says the July issue of "Public Roads," published by the United States Department of Agriculture. The measurements recently begun constitute the first of a series of tests to be made on the bridge, a Federal-aid structure, during the summer and autumn.

An outline of the proposed tests is given by "Public Roads" as follows:

"The temperature of the concrete is being determined at various depths in the arch ring by means of thermometers inserted in holes drilled in the arch and filled with cup grease

to exclude the air. Simultaneously with the temperature readings, measurements of the deflection of the crown of the arch are made from the datum afforded by a taut piano wire. The wire is fixed at one end and passes over a pulley at the other and is kept at a uniform tension by means of a weight. The preliminary temperature studies are being made for the purpose of correcting for temperature the results obtained in subsequent loading tests.

"Representatives of the advisory committee inspected the bridge on May 15 and 16 and agreed upon a program of test procedure. The loading is to consist of tanks filled with water and so constructed as to be moved readily to desired positions. Distribution of stresses will be determined for various positions of the loads. If time and sufficient funds are available, impact tests will be made, using heavy trucks for loads. Following this, an attempt will be made to load the bridge to destruction with water tanks.

"The loading measurements will include the deformations of the concrete, the deflections and change in curvature of the arch ribs, and the movements of the piers. Preparations for the loading measurements are being made as rapidly as possible.

"Exact measurements of the existing bridge are now being taken and an analysis of the structure will be made by the Beggs deformeter method, using a model constructed in accordance with these measurements, in order to determine the relation between the actual behavior of the structure under load and the behavior as determined by the analysis."

### Plans \$2,000,000 Bridge at Galveston.

Plans are being arranged by A. C. McFarlane of Orange, Texas, for the construction of a \$2,000,000 bridge to connect Galveston Island with Bolivar Point, definite steps having been taken after a conference of officials of the Galveston Chamber of Commerce, Galveston County Commissioners and a representative of J. W. Billingsley, engineer, of New Orleans, who is representing Mr. McFarlane. Mr. Billingsley wires that the bridge will be approximately two miles long, with 4000 feet of creosoted timber causeway in shallow water and 4800 feet of steel trestle. It will rest on reinforced concrete foundations and will have a 1624-foot cantilever span with main opening of 1000 feet and vertical clearance of 40.8 feet above high water. The consummation of plans is awaiting action of the War Department.

### Preliminary Details for \$5,000,000 Bridge.

Preliminary steps have been taken by the Louisville Bridge Commission of Louisville, Ky., for the construction of the proposed bridge across the Ohio River to connect Louisville and Jeffersonville, Ind., according to advices from George W. Hubley, secretary of the commission. As previously announced, the Ralph Modjeska Engineering Company of Chicago has been engaged as engineers. That company will make a report covering a survey, with recommendations as to location and type of bridge. In the meantime, the Commission is awaiting action by the War Department on an application for a permit for the proposed bridge, for the construction of which an election will be held in November on a \$5,000,000 bond issue.

### Texas Bus Lines in Merger.

Fort Worth, Texas.—Applications have been approved by the State Railroad Commission by which bus lines operating between this city and Dallas will be merged and operation placed with the Fort Worth-Dallas Transportation Company, which will be organized with a capital stock of \$250,000. It is understood that the new company, of which R. E. Harding of Fort Worth will be president, plans to purchase new buses to seat from 18 to 21 passengers each.



## \$1,000,000 Bridge Over Cumberland River at Nashville.

Nashville, Tenn.—Construction is under way on the Old Hickory Bridge over the Cumberland River; with approaches and connecting roads it will cost approximately \$1,000,000. The distance by highway between the city and Jacksonville, Tenn., where the Du Pont Rayon Company's huge plant and other manufacturing plants are located, will be reduced six or seven miles with the completion of the new structure. The river bridge will consist of two 160-foot steel spans and one 320-foot steel span, while the approach viaduct over the bottom land on the east end of the structure will consist of steel girder spans of 60 feet, alternating with 30-foot steel towers, with a total length of about 1300 feet. The river spans will be supported on stone masonry piers, 110 feet high, resting on solid rock, while the steel viaduct will be carried on spread footings resting on clay foundations with concrete pedestals built up to the high-water mark.

The ornamental towers at the ends of the steel spans are to be cut stone above the floor line of the bridge and stone masonry below the floor level. The width of the bridge will be 40 feet, out to out. The floor will consist of a concrete slab with Kentucky rock asphalt surface. The entire structure is designed for traffic of the heaviest type.

The bridge is being constructed under the direction of the

Highway Commission of Davidson County, including Finley Dorris, chairman; Jos. Boyd and John Omohundro, with Judge Lytton Hickman as county judge. The structure was designed by Freeland, Roberts & Co., engineers, who will also supervise the construction. H. A. Burr acted as consulting engineer. The Gould Contracting Company are the general contractors.

The structure is to be completed by January 1, 1929.

Five sub-contracts have been awarded as follows:

Fabrication of steel for river spans—American Bridge Company, Pittsburgh, Pa.

Fabrication of steel for viaduct approach—McClintic-Marshall Company, Pittsburgh, Pa.

Steel hand railing—Logan Company, Louisville, Ky.

Cut stone towers at end of spans—Russellville Cut Stone Company, Russellville, Ala.

Electrical work—Ramsey Electric Company, Nashville, Tennessee.

The general contractors will with their own forces quarry and cut the stone for the masonry piers, build the cofferdams, piers, abutments and pedestals for the viaduct, erect all structural steel and steel hand railing, place the concrete floors on the steel work, build approach fills and pave the entire structure.



OLD HICKORY BRIDGE NOW UNDER CONSTRUCTION ACROSS THE CUMBERLAND RIVER.

### \$100,000 Viaduct for Mobile State Docks.

Mobile, Ala.—As an important adjunct to the \$10,000,000 port development here, details have been arranged for the construction of a \$100,000 concrete viaduct at the entrance of the State docks property. Mayor Harry T. Hartwell has been authorized by the city commission to sign an agreement with the State Docks Commission, Southern Railway and Mobile and Ohio Railroad, under the terms of which the city will pay one-fourth of the cost, the State Docks Commission one-fourth, and the Southern Railway one-half. The viaduct will carry railroad tracks over the Conception street road, making the docks site accessible through Joachim and Jackson streets.

### Texas to Expend \$500,000 for Signposts.

Austin, Texas.—Approximately \$500,000 will be expended by the State for placing several thousand signposts along the State roads, according to an announcement by R. S. Sterling of Houston, chairman of the State Highway Commission. The markers will give information as to distances to various towns and routes which may be used.

### Contract for \$400,000 Overhead Crossing.

Elm Grove, W. Va.—Announcement has been made here that the State Road Commission, Charleston, and the Baltimore & Ohio Railroad System have awarded contract to the Vang Construction Company, Pittsburgh, Pa., to construct an overhead crossing on the national highway at Elm Grove. It will cost approximately \$400,000 and will eliminate one of the most dangerous crossings on this road.

### Meeting of Highway Research Board.

For the purpose of preparing a program for the Seventh Annual Meeting of the Highway Research Board to be held on December 1 and 2, six research committees of the organization plan to meet in September, either at the National Research Council Building in Washington, D. C., or in other cities designated by the committee chairman, according to Charles M. Upham, Washington, director of the board. Included are committees on The Economic Theory of Highway Improvement, Structural Design of Roads, Character and Use of Road Materials, Highway Traffic Analysis, Highway Finance and Highway Maintenance.

# LUMBER AND BUILDING MATERIALS

## Production of Lumber, Lath and Shingles.

The annual canvass of forest products by the Department of Commerce for 1926 shows the production of lumber, lath and shingles in the United States as follows: Lumber, 36,935,930,000 feet, board measure, a decrease of 3.7 per cent as compared with 38,338,641,000 feet in 1925; lath, 3,083,130,000, a decrease of 2.5 per cent as compared with 3,161,137,000 in

### PRODUCTION OF LUMBER FOR PRINCIPAL KINDS OF WOOD.

Kind of wood	1925		Kind of wood	1926	
	Quantity* Board feet	Per cent distribution 100.0		Quantity* Board feet	Per cent distribution 100.0
Total	36,935,930,000		Total	38,338,641,000	
Ash	164,397,000	0.4	Ash	179,032,000	0.5
Balsam fir	18,485,000	.1	Balsam fir	19,686,000	.1
Basswood	153,164,000	.4	Basswood	179,642,000	.5
Beech	174,731,000	.5	Beech	180,585,000	.5
Birch	365,159,000	1.0	Birch	412,229,000	1.1
Cedar	367,578,000	1.0	Cedar	372,162,000	1.0
Chestnut	297,540,000	.8	Chestnut	308,091,000	.8
Cottonwood	121,974,000	.3	Cottonwood	142,113,000	.4
Cypress	752,499,000	2.0	Cypress	902,590,000	2.4
Douglas fir	8,806,535,000	23.8	Douglas fir	8,154,373,000	21.3
Elm	182,356,000	.5	Elm	190,632,000	.5
Hemlock	2,158,652,000	5.8	Hemlock	2,139,631,000	5.6
Hickory	85,589,000	.2	Hickory	79,293,000	.2
Larch	254,457,000	.7	Larch	306,991,000	.8
Lodge pole pine	29,110,000	.1	Lodge pole pine	24,979,000	.1
Maple	829,020,000	2.2	Maple	921,566,000	2.4
Oak	2,190,504,000	5.9	Oak	2,129,181,000	5.6
Red gum	1,133,347,000	3.1	Red gum	1,100,648,000	2.9
Redwood	487,715,000	1.3	Redwood	510,639,000	1.3
Spruce	647,191,000	1.8	Spruce	751,276,000	1.9
Sugar pine	306,465,000	.8	Sugar pine	306,992,000	.8
Sycamore	32,153,000	.1	Sycamore	24,286,000	.1
Tupelo	256,276,000	.7	Tupelo	220,219,000	.6
Walnut	52,087,000	.1	Walnut	70,251,000	.2
Western yellow pine	3,172,975,000	8.6	Western yellow pine	3,127,208,000	8.2
White fir†	349,984,000	.9	White fir†	336,887,000	.9
White pine	1,366,051,000	3.7	White pine	1,521,128,000	3.9
Yellow pine	11,751,647,000	31.8	Yellow pine	13,235,936,000	34.5
Yellow poplar	321,579,000	.9	Yellow poplar	375,662,000	.9
All other	106,710,000	.4	All other	114,733,000	.3

\*Not including production of mills cutting less than 50,000 feet.

†Includes all Western firs except Douglas fir.

### LUMBER PRODUCTION BY STATES.

State	Number of mills, 1926	Lumber cut* Board feet 1926	Per cent of increase or (decrease) — compared with 1925
United States	15,242	36,935,930,000	- 3.7
Alabama	1,634	2,105,122,000	- 5.8
Arizona	23	115,232,000	-20.9
Arkansas	567	1,441,018,000	- 9.8
California and Nevada†	180	2,187,959,000	7.1
Colorado	128	75,278,000	5.9
Connecticut	132	47,367,000	13.7
Delaware	36	9,433,000	28.8
Florida	194	920,585,000	-13.5
Georgia	1,087	1,145,489,000	-16.1
Idaho	145	947,471,000	-16.9
Illinois	63	38,357,000	30.2
Indiana	246	139,472,000	-21.9
Iowa and Kansas†	24	14,002,000	-12.9
Kentucky	431	216,759,000	4.6
Louisiana	316	2,889,530,000	-12.3
Maine	508	340,893,000	3.3
Maryland	262	68,444,000	-23.1
Massachusetts	176	86,168,000	-21.4
Michigan	159	663,344,000	-16.8
Minnesota	155	471,090,000	-18.6
Mississippi	1,175	2,894,994,000	- 7.4
Missouri	273	172,568,000	- 4.4
Montana	122	378,698,000	- 2.6
New Hampshire	312	243,007,000	- 6.8
New Jersey	31	6,953,000	-29.2
New Mexico	67	127,110,000	-16.6
New York	452	170,963,000	-13.5
North Carolina	1,057	970,965,000	- 6.7
Ohio	411	141,499,000	.5
Oklahoma	82	149,920,000	- 4.9
Oregon	398	4,454,735,000	5.7
Pennsylvania	634	318,797,000	- 3.6
Rhode Island	11	5,426,000	47.2
South Carolina	497	920,825,000	- 6.1
South Dakota	49	49,281,000	5.3
Tennessee	688	683,323,000	6.4
Texas	222	1,456,121,000	- 7.7
Utah	53	6,479,000	10.5
Vermont	306	111,638,000	-11.7
Virginia	919	676,663,000	- 4.6
Washington	482	7,546,239,000	7.4
West Virginia	270	588,788,000	.9
Wisconsin	223	912,524,000	-14.6
Wyoming	42	19,392,000	20.4

\*Not including production of mills cutting less than 50,000 feet.

†Combined to avoid disclosing operations of individual establishments.

1925, and shingles, 6,008,346,000, a decrease of 18 per cent as compared with 7,324,027,000 in 1925.

Of the 46 States reporting the production of lumber for 1926, 30 showed decreases and 16 increases as compared with the output for 1925, the greatest amount of increase being indicated for Washington, for which State the lumber cut was greater than that reported by any State at any preceding census. Eight other States, 6 of which are in the South, showed a production of more than 1,000,000,000 feet for both 1926 and 1925.

Although the South as a whole cut 17,307,114,000 feet of lumber in 1926, or nearly 47 per cent of the country's total output, there was a decline in Southern lumber production of 8.2 per cent as compared with 1925. Of all the Southern States, only Kentucky, Tennessee and West Virginia reported a gain in output in 1926.

The dominating woods cut as for previous years were yellow pine and Douglas fir, which contributed 31.8 per cent and 23.8 per cent, respectively, of the total production for 1926, as against 34.5 per cent and 21.3 per cent, respectively, of that for 1925. Only two of the seven woods of chief importance, yellow pine and white pine, showed decreases for 1926 as compared with 1925. Douglas fir reported the largest increase, 8 per cent.

## New Turpentine Plant in Operation.

Monroe, La.—Said to be the first plant ever established for using natural gas in the extraction of turpentine and other products from long-leaf pine stumps, the new plant constructed here by the Louisiana Pine Products Company, of which Joe Hunter of Shreveport is general manager, has been put in operation. The company has leased 50,000 acres of long-leaf pine stumpage in Grant parish and plans to produce turpentine, pine oil, wood preserver, acids, tar oil and fine charcoal. The initial turpentine production will be from 50 to 60 barrels per day. Oscar Kilburg is superintendent of the plant.

## Encouraging Use of Short Length Lumber.

With many retail lumber yards about the country capitalizing the advantages of selling short lengths, the Southern Pine Association has urged support of the National Committee on Wood Utilization in its promotion of this idea.

Investigation has developed that users of lumber have been wasting thousands of dollars in the purchase of lengths too great for the purpose intended. Many users have been buying 12-foot lumber and sawing it in half for six-foot jobs. In solving this problem of short length sales, the Southern Pine Association suggests that retailers first learn the purpose for which the lumber is to be used and then recommend those lengths most suitable for it.

## Creosoted Pine Poles Increase.

Pressure creosoted pine poles are steadily gaining in demand, according to figures prepared by the United States Forest Service in co-operation with the American Wood-Preservers' Association, Chicago. The total number used in 1926 was 925,929, an increase of 18.7 per cent over the previous year, and an increase of almost 800 per cent over the 103,804 poles of this kind installed nine years ago. These poles are said to possess great natural strength, and when creosoted full length under pressure to offer the greatest possible resistance to decay, to destruction by termites, and damage from wind and sleet storms.



## MECHANICAL

### Condenser Tube Cleaning Plug.

Realizing the importance of the relation existing between clean condenser tubes and the economical operation of power plants, the Garlock Packing Company of Palmyra, New York, made a comprehensive study of the subject. This research was to develop a commodity that would thoroughly clean



CORD TUBE CLEANING PLUG.

and scour these tubes with the least amount of labor. The result is the placing on the market of an entirely new type of condenser tube cleaning plug. The Garlock Cord Plug is patented. It is manufactured of tenacious resilient rubber and many long brush cords. The cords are insulated from each other by a rubber film. This feature prevents internal friction and gives long life to the plug. The ends of the many staggered cords extend beyond the cylindrical wall of the plug and set up frictional resistance to the inside surface of the tube. This causes a brushing or scouring effect on the inside wall when the plug is forced through the tube by compressed air. It is claimed by the manufacturer that the plugs always scour the tube down to the bright metal and never leave a film that would retard the heat transfer; also that when the plugs are used in accordance with instructions, the guaranteed vacuum can be maintained at all times. The life of the tubes can also be prolonged, as a clean tube is not subject to the same degree of dezincification as a dirty tube.

The plugs are rapid in their cleaning, thus reducing the outage hours, and are also economical, as the purchase of special apparatus is not required. The air gun for shooting the plugs can be manufactured in the machine shop of any power plant.

### New 1 1/4 Yard Diesel Power Shovel.

Utilizing again the greater power and economy of the Diesel engine, the Bucyrus Company, South Milwaukee, Wis., which has been building Diesel-driven machines since 1922, has placed on the market its E-2 1 1/4 yard shovel, dragline, clamshell and crane, designed primarily for those jobs that require more working range and dipper capacity than is offered by the Bucyrus 1-yard convertible Diesel shovel, which was brought out a few months ago.

The machine is built on the company's plan of high-speed digging cycle and its two-part hoist, together with the Atlas-Bucyrus four-cycle 9-inch bore and 12-inch stroke Diesel engine operating at 350 revolutions per minute, gives the unit dependable power. A safety clutch protects the engine against overloads and guards against breakage. Identifying it completely as one of this company's products, the E-2 also has the box-girder type boom, patented rope crowd, outside dipper handles and caterpillar mounting.

This new excavator is made in 2 combinations of boom and dipper handle, i. e., length of boom 26 feet and 29 feet 6 inches, with dipper handles 15 feet and 17 feet, respectively, each carrying a 1 1/4 yard bucket. Dumping height ranges

from 13 feet 2 inches at 40 degrees with the standard shovel to 22 feet 11 inches at 60 degrees with the high lift. Dumping radius reaches a maximum of 29 feet 11 inches on the high lift at 45 degrees and cuts below grade are possible; the maximum level floor is 21 feet 9 inches radius and maxi-



THE NEW EXCAVATOR IN OPERATION.

mum cutting radius is 33 feet 3 inches; faces up to 31 feet 2 inches can be carried.

The E-2 is economically convertible into a dragline, clamshell or crane without any change in the main machinery beyond the removal of lagging from the main drum, and the addition of an air clutch for the hoist in changing from a shovel to a dragline. As a dragline it is made with 1 yard bucket on a 45 foot boom, and a 3/4 yard bucket on a 50 foot boom. Equipped as a clamshell it has two boom and bucket combinations, necessitating only a change of bucket for orange peel excavation. As a crane, the different boom combinations give it a lifting capacity of 22,750 pounds, and a working radius of 53 feet. It can also be used as a pile driver and sewer shovel.

### Tulsa Trust Company's New Building.

L. Cloyd Murray, vice-president of the Tulsa Trust Company, Tulsa, Okla., advises the MANUFACTURERS RECORD that the company's building as it now stands consists of the original structure of eight stories and mezzanine, 100 by 75 feet, and the new addition on the south which occupies a site of 37.6 by 140 feet. The combined structure is U-shaped with one wing longer than the other, the exterior being of Bedford stone for the first two stories, above which matt faced dark red brick has been used, and on the top floor light terra cotta. Three high-speed elevators serve the office portion of the building.

The banking rooms are also U-shaped. An elevator lobby has been provided in the center of the building; another lobby extends around the elevators and connects the two banking rooms, the Tulsa Trust Company occupying the south wing and the Tulsa National Bank the north wing. Interior finish is in Travertine marble with decorated ceilings. The banking rooms are cooled with a ventilating system and the safety deposit department is located in the rear of the trust company's ground floor quarters.

A large mezzanine, front and back, is used for a director's room with an electrically equipped kitchen attached, auditing, legal, insurance, rental, real estate and loan departments. E. W. Saunders is the architect for the building and J. R. Forner, general contractor, both of Tulsa. Banking fixtures were installed by the St. Louis Bank Fixture Company of St. Louis, Mo.

# CONSTRUCTION DEPARTMENT

## EXPLANATORY

Additional information is published about all enterprises mentioned in this department as soon as such data can be obtained.

The date at the end of an item indicates issue of the Manufacturers Record in which earlier facts about the same enterprise were published.

## DAILY BULLETIN

The Daily Bulletin is published every business day to enable its subscribers to follow up promptly the industrial, commercial, railroad, financial, building and general business development of the South and Southwest. To machinery manufacturers and dealers, contractors, engineers and others who require daily information of every new enterprise organized and details about important additions to enterprises already established, the Daily Bulletin is invaluable. Subscription price, \$30.00 a year.

### Airports, Airplane Plants, Etc.

Ark., Pine Bluff — Arkansas Aircraft Coman., Little Rock, reported, granted appropriation for Pine Bluff landing field, erect \$15,000 hangar, install \$10,000 lighting system, etc.

D. C., Washington—Capt. C. A. Schwarzwelder, Quartermaster Officer, reported, interested in heating plant for hangars Nos. 7 and 8, Bolling Field; also erect revolving beacons, flood lights and boundary lights which will be placed on entire perimeter of field, 50 lights spaced about 200 ft. apart, each rest on concrete base, cables underground, cost about \$30,000; Bolling Field will be relay point on New York-Atlanta air mail route, which opens Nov. 1; use of Bolling Field granted to Pitcairn Aviation Corp., Philadelphia, Pa.

Ga., Atlanta—Southeastern Airways, Inc., capital \$250,000, chartered; Douglas Davis, Pres.-Gen. Mgr., 1018 Byron Drive S. W.; establish flying schools at Candler Field; purchase 6-passenger enclosed type plane, etc.; also branch offices and flying schools at Macon, Augusta and Savannah.

Miss., Vicksburg—Col. Geo. E. Hogaboom, 1818 Cherry St., Major E. H. Lohr and associates, interested in establishing aviation field, have site about 4 miles from city.

N. C., Winston-Salem—Reynolds Airways, Inc., R. J. Reynolds, Pres., reported, leased Miller Municipal Airport, under construction.

Okla., Alva—City Council, reported, interested in establishment of airport at Hatfield Park.

Tex., Perryton—W. T. Fleeson, Sec. Chamber of Commerce, interested in establishment of airport.

S. C., Columbia—City contemplates establishing municipal airport about first of year; L. B. Owens, Mayor.

Tenn., Chattanooga—Chattanooga Automobile Club, Patton Hotel, reported, changed name to Chattanooga Automobile and Aero Club, John E. Lovell, interested in establishing proposed municipal airport. 8-11

Tex., Amarillo—Amarillo Flying Club incorporated; P. L. Reppert, Thomas E. Pirtle, H. W. Turner.

Tex., Fort Worth—City, O. E. Carr, Mgr., reported, probably double size of hangar at Meacham Field.

Tex., San Antonio—City, Phil Wright, acting Mayor, will erect fireproof hangars at Stinson Field; plans by City Engineer; started work on tarriated runways, 2500 ft. long, 100-ft. wide. 7-21

Va., Richmond—Pitcairn Aviation Co., Inc., Land Title Bldg., Philadelphia, Pa., reported, interested in operating municipal airport, proposed construction includes erection hangar and shop; also designate Richmond as operating headquarters of the New York-Atlanta Airmail line; provide not less than 3 modern passenger and commercial planes. 6-16

### Bridges, Culverts and Viaducts

#### Proposed Construction

Ala., Fairhope—Town plans concrete culvert and fill, where new road between Flying Creek and Fairhope crosses Bayou Charpon; cost \$12,000. Address Town Clk. See Financial News—Bond Issues Proposed.

Arkansas—State Highway Comm., Little Rock, received low bids for 6 bridges. See Roads, Streets, Paving. 8-25

Ark., Morrilton — State Highway Comm., Dwight H. Blackwood, Chmn., Little Rock, receives bids Sept. 15 for 2 bridges: Across Cadron Creek, at Gleason, on Fort Smith-Little Rock Road, estimated cost \$25,000;

bridge over Cypress Creek, near Springfield.

Ark., Parkin — State Highway Dept., Dwight H. Blackwood, Chmn., Little Rock, plans rebuilding bridges over Old River and Fifteen Mile and Blackfish Bayous; also plans re-building levee near Wheatley, on road to Hunter; estimated cost \$10,000.

D. C., Washington—Dist. Commrs. receive bids Sept. 9 for culvert crossing Sixteenth St., about 600 ft. north of Kalmia road; plans on file at Room 427 Dist Bldg.

D. C., Washington — Arlington Memorial Bridge Comm., Washington, receives bids Sept. 26 for 27,400 cu. ft. carving on Arlington Memorial Bridge, connecting North and South, across Potomac River, between Lincoln Memorial and Arlington Cemetery; John N. Nagle, Designing Engr. 8-18

Florida—State Road Dept., F. A. Hathaway, Chmn., Tallahassee, receives bids Sept. 20 for 9 bridges and overpass: Putnam County, 9 creosoted timber bridges from one to twenty 15-ft. spans, between Keystone Heights and Palatka, Road No. 28; Bradford County, 110-ft. creosoted timber overpass across Georgia, Southern and Florida R. R., between Starke and Putnam County line, Road No. 28; J. L. Cresap, State Highway Engr.

Fla., Crestview—Okaloosa County Commrs. receive bids Sept. 13 for bridge over Log Lake on new road from Holt to Camp Walton, connecting National Highway with Gulf Scenic Highway.

Fla., Stuart — Martin County plans 2 bridges. See Roads, Streets, Paving.

Ga., Atlanta—Bond Comm. accepted Georgia Power Co.'s proposal of \$400,000 towards construction of twin viaducts at South Pryor St. and Central Ave.; S. B. Slack, Bridge Engr., 458 Clairmont Ave.; I. N. Ragsdale, Mayor. 8-18

Ky., Hazard—Citizens Bridge Co. receives bids Sept. 9 for Perry County Bridge over North Fork of Kentucky River, connecting Hazard with L. & N. R. Station: Steel superstructure, 180-ft. steel span, concrete floors; concrete approaches and substructure: two 29-ft. and two 39-ft. 6-in. reinforced concrete spans, reinforced concrete substructure; 62,342 lb. reinforcement, 320,300 lb. structural steel; E. N. Todd, State Highway Engr.

Ky., Louisville—War Dept., Washington, D. C., approved plans of Louisville Bridge Comm., for bridge over Ohio River, between Louisville and Jeffersonville, Ind.; 780-ft. horizontal clearance over canal entrance and Indiana chute; Frank M. Masters, Engr., 121 E. Thirty-eighth St., New York, and Calder Bldg., Harrisburg, Pa.; Col. George R. Spalding, U. S. Engr. for Dist. 7-21

Louisiana—See Roads, Streets, Paving.

La., Marksville — Louisiana Highway Comm., Frank T. Payne, Chmn., Baton Rouge, probably receives bids about Dec. 1 for Monica Ferry Bridge, over Red River, Avoyelles Parish, near Marksville; Nicholls W. Bowden, State Highway Engr.

La., Saint Francisville—Louisiana Highway Comm., Frank T. Payne, Chmn., Baton Rouge, received low bid from A. B. Broussard, 315 Europe St., Baton Rouge, at \$6,311 to repair 650-ft. Big Bayou Sara Creek Bridge on Rains-Angola Highway, West Feliciana Parish. 8-25

Md., Baltimore—City, Wm. F. Broening, Mayor, plans double-deck bridges over Curtis Creek and Cabin Branch, estimated cost \$750,000; replace wooden structures which lead to Marley Neck section, Coast Guard station, Quarantine, Davison Chemical, Riviera Beach, etc.; one deck for pedestrians and vehicular traffic; other for B. & O. R. R. and United Railways; B. L. Crozier, Ch. Engr.

Md., Rockville—State Roads Comm., John N. Mackall, Chmn., Baltimore, considering

overhead bridge at Gaithersburg crossing and subway at Kensington crossing; L. H. Steuart, Sec.

Mo., Kansas City—State Highway Dept., Jefferson City, received low bid from Dan Munro, Adams and Shawnee Sts., to repair A-S-B bridge, Kansas City: Steel work, \$77,890; plain concrete floor, \$27,140; quick setting concrete, \$22,800; rock asphalt top, \$28,988; asphaltic concrete top, \$23,872; T. H. Cutler, State Highway Engr.

N. C., Elizabeth City—City, J. H. Snowden, Clk., receives bids Sept. 19 for creosoted timber bridge over Poindexter Creek at Water St.; plans from City Mgr., and E. J. Alford, Engr.

S. C., Charleston—Shortbridge Hardesty, of Waddell & Hardesty, 150 Broadway, New York, Const. Engrs. for Federal Securities Corp., and H. M. Byllesby & Co., Chicago, Ill., reported, to finance construction of bridge over Cooper River, to be built by Cooper River Bridge Co., H. F. Barkerling, Officer, 148 East Bay St., has selected Market St. as western terminus; high level bridge allows 1000-ft. path for boats with 135-ft. clearance; 20-ft. driveway; eastern terminus will be at present Hog Island terminal of Cooper River Ferry; approach to bridge on Charleston side will be above Old Market, rising 6 per cent grade, clearing surface traffic at Church St., attaining height of over 80-ft. at water line; two, 600 and 400-ft. spans will be maintained at mean high water level; bridge will cross shallow water at Shute's Folly Island, reaching land level on eastern side of river, descending by 3¼ per cent grade on southern end of Hog Island; causeway will connect bridge with roadway of Route 40; \$3,250,000 maximum cost of bridge; Maj. J. Frank Sullivan, Const. Engr., New York City. 6-30

Tenn., Union City—Dept. of Highways and Public Works, C. N. Bass, Commr., Nashville, receives bids Sept. 23 for bridge over Obion River, State Highway No. 3, between Obion and Trimble, Obion County, one 100-ft., one 40-ft. and one hundred 26-ft. concrete deck girder spans; 144,500 lb. fabricated structural steel, 18,392 lin. ft. concrete piles, 11,965 lin. ft. penetration concrete piles; plans on file.

Tex., Beaumont — Jefferson County Commrs., B. B. Johnson, County Judge, plans highway bridge between Port Arthur and Beaumont; steel viaduct type, 400-ft. clear span opening over Neches River, with 140-ft. clearance from water line to under side of truss; reported, cost \$1,050,000; J. W. Billingsley, Const. Engr., Interstate Bank Bldg., New Orleans, La. 5-5

Tex., Houston—Harris County Drainage Dist. No. 2, H. L. Washburn, County Auditor, receives bids Sept. 21 for 2 bridges in Dist.

Tex., San Antonio—City, John W. Tobin, Mayor, receives bids Sept. 26 for reinforced concrete bridge across San Antonio River on Martin St.; cost \$30,000; I. Ewig, City Engr.

Va., Chuckatuck—Portsmouth-Nansemond Bridge Corp. of South Norfolk, chartered; C. M. Jordan, Pres., 301 29th St.; W. J. Jordan, Sec., both Norfolk; C. B. Welton, Portsmouth, plans bridge over Nansemond River near Chuckatuck; also plans road to river via Driver, then to Norfolk.

Va., Danville—City, C. B. Strange, City Auditor, may receive bids about Jan. 1, 1928, for Warshaw Street Bridge; C. L. Scott, Jr., Engr. 8-25

Va., Lynchburg—Southern Ry. System, B. Herman, Ch. Engr., Washington, D. C., plans bridge over Campbell Ave. near Seventeenth St.

Va., Newport News—James River Bridge Co., Henry H. Little, Pres., Law Bldg., Norfolk; John West, V.-P. and Gen. Mgr., 35 Congress St., Boston; Morris F. La Croix,



Sec.-Treas., Boston, received permit for bridges over James River, Chuckatuck Creek and Nansomond River; 23,500-ft. bridge over James River; Movable channel span, with 250-ft. horizontal clearance and 145-ft. vertical clearance; four 210-ft. truss spans on each side of central span; rest of bridge will be concrete trestle on precast concrete piles, 24-ft. roadway; bridges over Chuckatuck Creek and Nansomond River will have 80-ft. double leaf bascules, in detail similar to James River Bridge; designing, engineering and construction management under joint direction of J. E. Greiner & Co., Lexington Bldg., Baltimore, and Horace T. Campion, 112 South Sixteenth St., Philadelphia, Pa. 8-11

#### Contracts Awarded

Alabama—State Highway Comn., let contract for bridges and overhead crossings. See Roads, Streets, Paving.

Fla., Miami—Nashville Bridge Co., Shelby Ave., Nashville, Tenn., has contract for foundations for 2 bascule bridges connecting sections of Everglades Ave. causeway. 3-5

Georgia—State Highway Board let contract for 4 bridges. See Roads, Streets, Paving. 8-11

La., Palatka—City let contract to T. B. Gillisple to pave \$1,200,000 memorial bridge across St. Johns River at Palatka and approaches; 8-in. rock base on east approach, from brick at State Road No. 14 to bridge and to Reid St. on this end.

N. C., Hickory—Clement & Dunavant Construction Co., Commercial Natl. Bank Bldg., Charlotte, has contract for 1000-ft. bridge for Western Carolina Power Co., Charlotte; approximate cost \$100,000.

Okla., Ada—Boardman & Co. and J. J. Harrison have contract for 4 bridges in Pontotoc County. Address County Commrs.

Okla., Stilwell—Adair County let contract to Edward Cody at \$11,581 for three 34-ft. I-beam spans. Address County Commrs.

Va., Danville—City, C. B. Strange, Auditor, let contract to Concrete Steel Bridge Co., 600 E. Pike St., Clarksburg, W. Va., at \$194,000 for open spandrel bridge across Dan River at Main St. 9-1

#### Canning and Packing Plants

Okla., Pauls Valley—Ben C. Eastin, Mgr. Pauls Valley Chamber of Commerce, reported, completed negotiations with W. F. Akin Canning Co. of Missouri for establishment of vegetable canning plant.

Tex., Corpus Christi—C. B. Nau, 1323 Second St., Chmn. of Committee for establishment of cannery.

#### Clayworking Plants

Miss., Baldwin—Baldwin Brick and Tile Co. installing new machinery for manufacturing common brick and drain tile, probably hollow building tile; purchased pugmill and brick mill from H. Brewer & Co., Tecumseh, Mich.; automatic end brick cutter, disintegrator, turntable, transfer and lift cars from J. C. Steele & Sons, Statesville, N. C.; all machinery will be installed by company; are laying steel rails in all sheds, building some new air drying sheds. See Want Section—Building Material and Equipment.

#### Coal Mines and Coke Ovens

Ky., Sergeant—Elkhorn Coal Co., re-organized; U. S. Morris, Detroit, Mich., Receiver, reported, plans improvements and enlargements.

Ky., Whitesburg—Empire Coal Co., at Coolidge, on L. & N. Railroad, organized. P. L. Sympton, Pres., Hazard, reported, acquired additional acres beside McIntype tract of about 700 acres.

#### Concrete and Cement Plants

Tex., Beeville—Southwest Concrete Products Co., incorporated; U. W. Browne, Paul Krause, A. L. Chivers.

#### Cotton Compresses and Gins

Ark., Humphreys—Arkansas Gin Co., capital \$25,000, incorporated; E. B. Stokes, Ben Stillwell, V. D. Harlan.

La., Benton—Bundy Gin Co., Inc., capital \$10,000, incorporated; J. E. Bundy, T. A. Tidwell.

La., Lake Charles—Cameron Gin Co., capital \$20,000, incorporated; L. M. Huey, 711 Pijo St.; Jos. N. Miller.

Mo., Malden—Mitchell Gin Co., Inc., capital \$25,000, incorporated; C. L. Mitchell, W. S. Starrett.

Okla., Fletcher—Farmers Union, reported, constructing steel, fireproof gin.

Tex., Galveston—South Texas Compress Co., P. O. Box 1068, Dallas, B. W. Thomas, Pres., will erect addition for warehousing; 260x300 ft.; frame iron clad; shell filling floor; cost of building \$40,000; address equipment proposals to A. S. L. Toombs, South Texas Compress Co., 705 U. S. National Bank Bldg. 9-1

Tex., Jacksonville—Black Jack Farmers Gin Co., capital \$15,000, incorporated; J. C. Dickey, R. H. Evans, J. W. Gray.

Tex., Marlin—Farmers Gin Co., increased capital \$20,000 to \$25,000.

Va., Norfolk—U. S. Shipping Board, Washington, D. C., reported, authorized installation of cotton compress at Norfolk Army Base, subject to discretion of Merchant Fleet Corp.

#### Cottonseed-Oil Mills

Tex., Electra—Electra Cotton Seed Product Co., capital \$25,000, incorporated; Edward Schlawke, R. B. Magee, W. M. Austin; plan erecting building.

Tex., Honey Grove—Honey Grove Cotton Oil Co., capital \$75,000, incorporated; J. C. Saunders, J. I. Rodgers.

#### Drainage, Dredging and Irrigation

Ark., Conway—J. E. Little, S. G. Smith and associates interested in re-organization of Levee Improvement Dist. No. 1, Faulkner County, for re-construction of levees; W. M. Harper, County Judge.

Miss., Gulfport—Bayou Bernard Drainage Commrs., reported, plans drainage work between Gulfport and Biloxi. See Financial News—Bond Issues Proposed. 9-1

Texas—State Board of Water Engrs., Austin, Tex., granted following permits: W. T. Posey, Brownwood, to dam Concho River, Concho County, impounding 55 acre feet water for irrigation; Phillips Petroleum Co., Bartlesville, Okla., to install pumping plant, diverting 471 acre ft. water from Big Creek, Hutchinson County, for mining; Pecos Valley Power and Light Co., McCamey, diversion by pumping plant of 4000 acre feet for power generation from Pecos River, Crockett County; City of Albany, diversion by pumping plant of 724 acre feet water from Clear Fork of Brazos, Shackelford County, for municipal water supply; Trinity Irrigation Co., Waxahachie, diversion by gravity system of water from Hillside levee channel, Kaufman County, to irrigate 400 acres; R. B. Easton, Hawley, diversion of water by pumping plant from Clear Fork of Brazos to irrigate 30 acres, Jones County; J. Armengol, Laredo, to dam Becurro Creek, Webb County, irrigate 70 acres; Mook-Texas Oil Co., Fort Worth, to dam Leon River, Eastland County, impound 38 acre feet for mining purposes; Brazos Valley Irrigation Co., Sugarland, irrigate 92,875 acres in Fort Bend County and 21,208 acres in Brazos County by pumping water from Brazos River, applications reset for Sept. 26; G. E. Dowdy, Ingram, to dam Johnson's Creek, Kerr County, for irrigation, application reset for Sept. 26.

Tex., Brownsville—James Dickinson Co., reported, has permit to dredge inlet or channel on Padre Island.

Tex., Point Isabel—R. B. Creager and associates interested in forming navigation district, Cameron County, to develop Brazos Santiago harbor; Col. J. L. Schley, Dist. Engr., Galveston.

#### Electric Light and Power

Electric light and power work in connection with many LAND DEVELOPMENT operations involves the expenditure of large sums of money. See that classification for details.

Ark., Clarksville—City, reported, let contract to Gomer Graus, Clarksville, for power plant building 84x64 ft.; concrete and steel; cost \$100,000.

Florida—Florida Power and Light Co., Miami, J. H. Gill, V.-P. and Gen. Mgr., reported, authorized expenditure of \$2,651,734 for extensions and improvements throughout state; work includes extensions, changes and improvements to electric system, new street lighting, laying water mains and gas mains, reconstruction of electrical power distribution system; \$1,739,805 will be spent in Miami, Miami Beach, Coral Gables, Hialeah, Kelsey City, Fulford and other centers.

Fla., Tampa—Tampa Electric Co., Peter O. Knight, Pres., Michigan and Morgan Sts., reported, acquired 22 acres on Hooker's

Point as site for power plant as part of expansion program planned by company.

Kentucky—B. G. Slining, Chicago, Ill., reported, applied to Federal Power Comm., Washington, D. C., for permission to construct power project on Big South fork of Cumberland River and erecting dam at Devil's Gap near mouth of Ponch Creek in McCreary County, will back the water up for 50 miles in McCreary County, Ky. and Scott, Pickens and Fentress counties, Tenn.; dam will be of masonry, 375 ft. high; install four 10,000 kv-a generators.

Md., Clear Springs—Potomac Edison Co., Hagerstown, reported, acquired Clear Springs Electric Light and Power Co. 7-14

Md., Upper Marlboro—Town Commrs., Judge T. Van Clagett, Chmn., considering installing street lighting system; may contract with Potomac Electric Power Co., 14th and C Sts., Washington, D. C.

Mo., St. Joseph—City votes Oct. 4 on bonds for lighting system. See Financial News—Bond Issues Proposed.

N. C., Aurora—Town, reported, will issue \$20,000 bonds for construction electric light and power line from Chicowinity to Aurora. See Financial News—Bond Issues Proposed.

Okla., Ada—Geddis Fentress Electric Co., Oklahoma City, reported, has contract at \$15,000 for white way system. 5-5

Okla., Purcell—A. D. Patterson, reported, has contract for alterations to city power plant.

Tenn., Lenoir City—City, reported, granted power and light franchise to Tennessee Electric Power Co., Chattanooga.

Texas—R. E. Wilsey & Co., Inc., Chicago, Ill., Troy & Co., Chicago, A. E. Fitkin & Co., New York, offering \$500,000 first mortgage, 20 yr. 6% gold bonds, Series A of Texas-Louisiana Power Co., Fort Worth Bank Bldg., Fort Worth, Texas; company owns and operates public utility properties in Texas, Oklahoma, Kentucky and Louisiana; proceeds will reimburse company in part for improvements and extensions to its properties. 2-11

Tex., Denton—College of Industrial Arts, reported, install white way system around driveway of campus.

Tex., Denton—Bruce-MacBeth Engine Co., 2111 Center St. N. W., Cleveland, Ohio, reported, has contract for gas engine and electrical equipment, cost \$24,000, for city power plant.

Tex., Fort Worth—City, C. A. Winder, Supt., Public Utilities, reported, extend white way in Berkeley Addition.

Tex., San Angelo—San Angelo Water, Light and Power Co., subsidiary of West Texas Utilities Co., Taylor Rowe, Division Supt., reported, soon begin work on \$100,000 expansion program.

Tex., Whitney—Texas-Louisiana Power Co., Fort Worth Club Bldg., Fort Worth, reported, negotiating for Whitney power plant.

W. Va., Overbrook, P. O. Wheeling—D. I. Barr and Charles A. Preabe, reported, interested in installation of street lighting system, sewers, streets and curbs.

W. Va., Wheeling—Lubeno Coal Co., 8th and Warwood Sts., reported, build power house at Warwood Ave. and Riley Hill Rd.

#### Flour, Feed and Meal Mills

Mo., Kansas City—Axley Hay & Grain Co., 754 Live Stock Exchange, incorporated; J. M. Axley, 3528 Pennsylvania Ave.; L. Lowry, 1054 Ridge.

Mo., St. Louis—Glosemeyer Flour Co., Merchants Exchange Bldg., reported, construct \$50,000 warehouse on Vandeventer Ave.

Tex., Cuero—Witte Feed & Grain Co., reported, has 2 acre site; erect feed service grinding plant, 22x100 ft., with storage warehouse; install corn sheller, etc.

#### Foundry and Machine Plants

Ala., Anniston—M. & H. Valve and Fittings Co., L. C. Watson, Sec., increased capital, \$300,000 to \$347,000.

Tenn., Chattanooga—American Holst Corp. (Mfrs. Gladish Electric Auto Elevator) advises the \$100,000 of new securities are issued for additional working capital. 6-9

Tenn., Kingsport—Kingsport Foundry and Manufacturing Co., J. L. Bunts, Ch. Engr., reported, let contract to Jones & Wexler for plant buildings; cost about \$35,000. 9-1

#### Gas and Oil Enterprises

Arkansas—Southwestern Gas and Electric Co., 72 W. Adams St., Chicago, Ill., reported, negotiating for 18 plants, including utilities

plants at Nashville, DeQueen, Dierks, Murfreesboro.

Ky., Owensboro—Mecca Oil Co., capital \$100,000, incorporated; M. G. Buckner, D. C. Stimson, Ben F. Medley.

Ky., Paducah—Kentucky Utilities Co., R. A. Becker, Gen. Mgr., 406 Broadway, reported, extend gas conduits to newly annexed residential territory.

La., Monroe—Louisiana-Arkansas Pipe Line Co., incorporated; S. D. Hunter, Henry Bernstein, 1706 Riverside St.

La., Winnfield—Ovey Trahan, Sec., Chamber of Commerce, reported, interested in establishing natural gas system by Belchic & Lasky.

Md., Curtis Bay—American Oil Co., Baltimore, let contract to Ritter-Conley Co., Pittsburgh, Pa., (Bartlett Hayward Co., Baltimore representative) for 900 tons fabricated structural steel for two oil tanks of 80,000 bbl. capacity; to Jones & Laughlin Steel Corp., Pittsburgh, Pa., and Republic Iron and Steel Co., Youngstown, Ohio, for 6 car loads pipe for pipe line.

Miss., Greenville—Charles U. Gordon, reported, acquired gas plant of Greenville Gas Co.; will probably reorganize as Peoples Gas & Coke Co. and operate.

Mo., Joplin—The O'Reilly Oil Co., capital \$15,000, incorporated; Eugene B. O'Reilly, Austin H. O'Reilly.

N. C., Hendersonville—Atlantic Gas Co., Philadelphia, Pa., reported, applied for gas franchise.

Okla., Oklahoma City—Roxana Petroleum Corp., Shell Bldg., St. Louis, Mo., reported, having surveys made by engineers for \$200,000 distillation plant on Oxford townsite.

Okla., Sayre—Martin Oil and Gas Co., capital \$100,000, incorporated; G. E. Martin, George F. Sisson.

Okla., Tulsa—Frio Oil Co., capital \$35,000, incorporated; L. F. Booker, 2102 East Third St.; A. C. Wilson, 1202 N. Boston St.

Texas—Gulf Pipe Line Co., Gulf Bldg., Houston, reported, soon begin construction of 8-in. pipe line from Midland to connect with present pipe line in Crane County; 25 miles long; increase handling capacity 30,000 bbls. daily.

Texas—Ozark Pipe Line Co., Shell Bldg., St. Louis, Mo., division of Roxana Petroleum Corp., reported, lay pipe line from Pecos county field to McCamey.

Tex., Amarillo—U. S. Department of Commerce, Helium Division, Bureau of Mines, R. A. Cattell, Engr. in charge, Washington, D. C., reported, expend \$500,000 for helium production plant.

Tex., Belton—Community Gas Co., Dallas, reported, pipe gas into city from lines now being laid in Temple.

Tex., Odessa—J. Truman Nixon, Tulsa and Tahlequah, Okla., reported, granted 50-yr. gas franchise.

Va., Norfolk—City Gas Co., 200 E. Plume St., reported, expend \$25,000 for gas main extensions.

### Ice and Cold-Storage Plants

Ark., Parkin—A. Russell, Memphis, Tenn., reported, acquired plant of Parkin Ice Co., will operate; W. D. Wade, in charge.

Tex., Jasper—Gibbs & Co., reported, erect \$10,000 plant addition.

Tex., Sinton—Central Power and Light Co., reported, expending about \$100,000 on ice plant, daily output 40 tons.

### Land Developments

Ala., Birmingham—Hopson & Lee, 2326 Highland Ave., developing Howard College Estates; have graded 2600-ft. boulevard; will install paved streets, sidewalks, gutters, sanitary and storm sewers, electricity, etc.

Ala., Birmingham—Bells-Carns Realty Co., Managing Agts., Rome Manor subdivision, reported, let contract for grading streets.

Ala., Birmingham—Parker & Humphrey, 2022 Fourth Ave. N., reported, soon lay water and gas lines in first addition to Oakwood Place; all improvements, including water, lights, sewers, paved streets and sidewalks, will be extended from original Oakwood Place addition.

Ark., Siloam Springs—James W. Sloan, Tulsa, Okla., Pres., Ozark Co., reported, develop Forest Park subdivision.

D. C., Washington—Arlington Memorial Bridge Comm. advises that plans for development of Columbia Island for park not yet drawn; no work will be done within next year or two.

Fla., Bradenton—Stuart and Vaught, Inc., chartered; O. L. Stuart, L. F. Vaught.

Fla., Fort Lauderdale—City will vote on bonds for parks. See Financial News—Bond Issues Proposed.

Fla., Fountain—Bear Creek Satsuma Co., E. C. Porter, Pres., has 50 acres in Sasuma orange grove development; will set 50 additional acres. See Want Section—Machinery and Supplies.

Fla., Jacksonville—Hills & Elder Investment Co. incorporated; H. Clay Crawford, Jr., S. S. Spencer.

Fla., Miami—Enota Land Co., Inc., capital \$25,000, incorporated; Ethemia Pero, A. C. Franks, 1061 N. E. 91st St.

Fla., Pensacola—Rosemont Co., capital \$25,000, incorporated; R. E. L. McCaskill, Union Trust Bldg., 7 S. Dearborn St., Chicago; dividing small tract into 20-acre farms.

Fla., Tampa—Merideth-Hall Realty Co., incorporated; H. S. Merideth, 505 Horatio St., Trean E. Hall.

Fla., Tampa—Tampa-Florida Properties, Inc., capital \$100,000, chartered; R. C. Ricker, 403 E. Lafayette St., F. B. Stuart, 3015 Harbor View.

Fla., Miami—Riverview Estates, Inc., chartered; R. B. Gautier, Ralston Bldg., D. D. Dunham.

Fla., Miami—Realty Acceptance Corp., incorporated; J. A. Dixon, Miami Bank and Trust Bldg., Paul Kirk.

Ky., Lexington—Jack Shaman, reported, acquired 25 acres; develop subdivision.

Ky., Lexington—Progressive Realty Co., capital \$15,000, incorporated; R. Denton, Versailles Pk.; T. T. Forman, 103 Hampton St.

Ky., Louisville—City, reported, plans bond issue for parks, park boulevards and playgrounds. See Financial News—Bond Issues Proposed.

La., Lake Providence—W. T. Mitchiner, reported, acquired 330 acres in East Carroll Parish.

La., New Orleans—Katy Realty Co., Inc., capital \$20,000, chartered; Abe Hellman, 4022 St. Charles St.; L. Klein, 429 Baronne St.

La., New Orleans—Security Holding Co., Inc., capital \$75,000, incorporated; Howard A. Cleaver, E. S. Crouch, both 329 Carondelet St.

La., New Orleans—Davis Realities, Inc., capital \$50,000, incorporated; Martin H. Manion, 300 Marine Bank Bldg.

Md., Betterson—Chesapeake Land Assn., acquired 1200 acres, will develop 1000 acres for subdivision club house, golf course and small farms; build pier, install water works, etc.; expend \$100,000. See Want Section—Machinery and Supplies.

Md., Cumberland—Evitts Creek Land and Improvement Co., reported, authorized \$13,500 bond issue for improvements, including extension of golf course, roads and new bridge over Evitts Creek.

Miss., Gulfport—Gulfport Farms and Pasture Co., capital \$10,000, incorporated; C. B. Stratton, E. J. Vigour.

Miss., Tupelo—The King Grocery Co., reported, erect cold storage plant, capacity 6 cars, let contract to L. Mundet & Sons, 461 8th Ave., New York City, for construction 4-in. cork walls.

Mo., Florissant—Florissant Realty Co., incorporated; Oscar O. Aydt, Aloys B. Nick, Bern T. Ollen.

Mo., Kansas City—West Spring Street Corp., capital \$10,000, incorporated; Paul M. Fogel, 647 W. 61st St.; Lewis B. Ely, 7341 Holly St.

Mo., Kansas City—Franklin Investment Co. incorporated; D. F. Parker, 5646 Paseo; C. F. Roberson.

Mo., Portageville—Taylor Farming Co., capital \$10,000, incorporated; G. T. Taylor, Memphis, Tenn.; George E. Randolph, Point Pleasant, Mo.

Mo., St. Joseph—Realtors Inv. & Developing Co. incorporated; Jno. G. Parkinson, Sr., Corby Bldg.; Mildred L. Parkinson.

Mo., St. Louis—Rauck-Gillespie Realty and Construction Co., incorporated; Otto Rauck, A. Blair Riddington.

N. C., High Point—Forest Acres, Inc., capital \$100,000, incorporated; Henry D. Perry, Route 1; R. R. Ragan, 214 N. Main St.

S. C., Beaufort—Kate Gleason, Rochester, N. Y., reported, acquired 700 acres land on Ladies Island.

Tennessee—John Nolen, City Planner, of Cambridge, Mass., and associates have plans for development at Happy Valley, to cover whole of territory adjacent to and between Johnson City and Elizabethton; plans include location of main lines of communication and

the allocation of land for various purposes; selecting of land for community housing projects and immediate construction of 200 houses for workmen and also houses for officials; selection of sites for parks, parkways and playgrounds; layout plans for community housing project, which will include everything that is necessary for homes for workmen; definite agreement has been entered into, which includes joint action of cities of Johnson City and Elizabethton, the two Chambers of Commerce, both Washington and Carter Counties, the American Bemberg Corp., 63 Madison Ave., New York, and American Glanzstoff Corp., 180 Madison Ave., New York, and Watauga Land & Development Co. have entered into an agreement in which they have agreed to co-operate and as a result the work has already begun.

Tenn., Nashville—John Cathoun, reported, develop 20 acre subdivision, construct roads, etc.

Tenn., Nashville—D. T. Crockett, 1200 Ferguson Ave., reported, develop subdivision.

Texas—George Harris and Lewis D. Wall, Capps Bldg., Fort Worth, reported, develop townsite of Lindbergh in Crane county, 640 acre site; offices at Odessa.

Tex., Edinburg—Country Club Development Co., capital \$30,000, incorporated; W. R. Montgomery, C. L. Fortson.

Tex., Houston—Fain Carter of Houston Development Co., Second Nat. Bank Bldg., reported, develop 500 acres land on Galveston-Houston Highway.

Tex., Port O'Connor—Harris and Hodges and W. H. Hall proceeding with development of Bayside Beach, resort city on Matagorda Bay; have organized company under laws of Texas with \$100,000 capital stock; Terrell Bartlett Engrs., Calcasieu Bldg., San Antonio; Ferrand & Fitch, Archts., 6188 Delmar St., St. Louis, Mo., and Dallas, Tex.; building plans include Venetian casino, 1 mile boardwalk, inland yacht basin, with mooring space for 200 pleasure vessels; 18-hole golf course, with concrete and timber clubhouse; city will be developed after plans of California and Florida resort cities, with winding paths, parks, landscaping, etc.; C. C. Faupel, Victoria, representative.

Tex., Fort Worth—Harry J. Adams, 1012 W. Tenth St., and associates, reported, interested in developing park on Trinity River bluff.

Tex., San Antonio—H. E. Dickinson, Central Trust Bldg., developer of Woodlawn District, reported, plans new addition of 360 acres; engineering work under way; will soon begin grading and paving, construct parked entrance, 100 ft. paved drives with curb, improved boulevard lighting system, community center; water, sewers, gas.

Va., Charlottesville—Lyons Place Development Corp., John A. Gilmore, Pres., has 70 acres, will develop 25 acres for subdivision; build streets, etc.

Va., New Market—Shenandoah Valley Estates, Inc., chartered; Roland G. Hill, Carl J. Bailett, Joseph P. Moore, all of Richmond; acquired 1000 acres near Endless Caverns; develop Shenvalee, resort center in Shenandoah Valley; construct artificial lake on several acres.

Va., Norfolk—T. Wilcox Joyner, reported, develop 18 hole golf course.

Va., Norfolk—City, reported, expend \$8,700 for paving, curbing and guttering streets in Pinehurst. Address City Mgr., Truxtun.

Va., Petersburg—Douglas-Wooten Land Co. incorporated; W. N. Anderson, N. R. Beasley.

### Lumber Enterprises

Ark., North Little Rock—Arkmo Lumber Co., leased property of Missouri Pacific R. R., reported, erect \$150,000 plant, build athletic field, erect grandstand, etc.

Ky., Leatherwood, mail Lost Creek—Leatherwood Lumber Co., (recently organized) reported, will develop 20,000 acres at Leatherwood creek, construct 13 mi. lumber road from Cornettsville.

North Carolina—Gennett Lumber Co., Haywood Bldg., Asheville, reported, plans extending operations in Laurel section, Madison County, cut and mill approximately 15,000,000 ft. hardwood in Spill Corn Section of Laurel, lay railway line and other equipment, build camps, etc.

Okla., Oklahoma City—Kilpatrick Brothers Lumber Co., 624 W. Second St., reported, let contract to Smiser Construction Co., 613 N. Hudson St., for new building 816 W. Fourth St., 150x140-ft., 1-story, cost about \$25,000.

Tex., Nacogdoches—J. E. Stone Lumber Co., Clyde Stone, Mgr., reported, rebuild burned planing mill.



### Metal-Working Plants

Mo., St. Louis—Metal Specialties—Security Safe Box Manufacturing Co., 3565 Olive St., capital \$10,000, incorporated; F. H. Schaefer, 4244 College St., A. G. Meier, M. A. Meier, 3314 Penna. St.

### Mining

La., New Orleans—Cuban Rock Asphalt Co., Inc., capital \$1,000,000, chartered E. R. Mendez, Pres. 4036 St. Charles St.; Edwin O. Cook, Sec., 1803 Carrollton St.

Mo., Carthage—Lead, Zinc, etc.—Oak Hill Mining Co., capital \$20,000, incorporated; J. C. Ogle, H. A. Turner, Geo. W. Porter.

Mo., Jefferson City—Moreau Gravel Co., incorporated; Mrs. Bertha Happy, Mrs. Mary A. Gersting, J. W. Walsh.

S. C., Aiken—Southeastern Mineral & Mining Co., Albert T. Maurice, Pres., increased capital (previously noted) for erection buildings, installing new machinery including mechanical dryer, crushers, pulverizers, drying sheds, steam shovel, etc. 8-11

Tex., Marfa—Blanca Mining Co., incorporated; Wm. Frank Jones, C. E. McFarland, Monroe Slack.

Tex., Presidio—E. H. Nelson, 2611 Rusk, of Houston, and W. W. Hughes, 233 Pleasanton St., San Antonio, reported, prospecting for deposits of guano, potash and sodium nitrate, have options on land in Presidio County, plans developing, install crushing plants, etc.

### Miscellaneous Construction

Arkansas—Elkas and Wethers, Greenville, Miss., awarded contract for Panther Forest new levee and enlargement, cost about \$70,000; removal of about 130,000 yds. dirt.

Ark., Corning—Levee—D. Hopson, J. H. McGee, Comms. of Western Clay Drainage Dist., plans repairing levees along Black River, also considers extending levee along state line.

Ark., Parkin—Levee—See Roads, Streets, Paving.

Ark., Walnut Ridge—Black River Levee Dist., reported; let contract to Poe and Taylor to rebuild and repair 4-mi. levee, cost about \$10,000. 8-1

D. C., Washington—Riprap—Columbia Sand and Gravel Co., Inc., 3036 K St., N. W., Washington, has contract for 8,000 tons riprap stone for work in District.

D. C., Washington—Retaining Wall—C. M. Dick, 1411 H St., N. W., reported, has permit for retaining wall 2850 Woodland Drive, N. W., cost \$11,000.

Fla., Fort Lauderdale—Seawall—City Coman., reported, propose extending seawall (now under construction), to include present city docks, cost \$8500; Roy F. Goodman, City Engr.

Fla., West Palm Beach—Inlet Comn., H. G. Geer, Chmn., interested in completion of inlet work. See Financial News—Bond Issues Proposed.

La., Baton Rouge—Swimming Pool, etc.—City, reported, receiving bids for construction concrete swimming pool, bath house, reinforced concrete and frame pump house, etc., in city park; L. A. Grosz, Raymond Bldg.

La., Shreveport—Woods Bros. Construction Co., Lincoln, Neb., reported, has contract for two-row and three-row pile dike and mattress work on Red River; cost \$43,547.

La., Shreveport—Caddo Levee Dist. Comms., 126 Milam St., reported, let contract to Southern River Levee Co. for Eagle Bond levee work on Shreve Island, require 43,000 cu. yds. in construction. 8-25

Md., Rockville—Subway—See Bridges, Culverts, Viaducts.

Miss., Vicksburg—Office of Third Mississippi River Dist., P. O. Box 404, receives bids Sept. 10 for 442,000 cu. yds. levee work. See Want Section—Bids Asked.

Mo., St. Louis—Lagoon—Park Comms., reported, plans several new lagoons in Forest Park, in old course of Rives des Peres.

Tenn., Greenwood—Tunnel—The Haley, Chisholm and Morris Co., has contract and started work on Chesapeake and Ohio Ry. tunnel through mountains between Greenwood and Afton, 1100 ft. long, cost about \$500,000; work under supervision of C. D. Monday.

Tex., Galveston—Galveston County Comms., vote Sept. 10 on \$75,000 bonds for purpose of purchasing necessary ground for canal route between New Orleans and Point Isabel.

Tex., Houston—Intracoastal Canal Assn. of Louisiana and Texas, Roy Miller, Acting V. Pres., interested in creating inland waterway from Mississippi River to the Rio Grande; canal authorized for depth of 9 ft., bottom width of 100 ft. throughout entire length, Association advanced to War Dept. \$70,000 for completion of location surveys along route from Galveston Bay to Corpus Christi; Engineers are making preliminary surveys of route south from Corpus Christi and few months ago a navigation district was created in Lower Rio Grande Valley, voting \$500,000 in bonds for preliminary work in district; Gen. George W. Goethals, and associate C. H. Van Law of Harlingen, are making industrial and economic survey of southern portion of canal route.

Tex., Point Isabel—Wharf—The Page L'Hote Co., Ltd., Carondelet Bldg., New Orleans, La., reported, plans constructing large wharf 1600 ft. long, 60 ft. wide, combined commercial and pleasure structure, equip with slips, warehouses, electric hoists and all necessary equipment.

Tex., Port Arthur—Revetment—W. J. Gray, Assistant City Engr., received low bid from J. A. Lindstrom, 749 W. 15th St., for revetment work on north bank of Saban-Neches canal. 8-25

Tex., Texas City—Texas City Terminal Railway Co., reported, will rebuild warehouse and dock at Pier B, burned at loss of \$200,000.

### Miscellaneous Enterprises

Ark., El Dorado—Chamber of Commerce, reported, interested in establishment of glass factory.

Ark., Van Buren—Dr. A. F. Hoge, First National Bank Bldg., Fort Smith, will develop 360 acres in dairy, fruit and truck farm; erect dairy house, implement building, small houses for laborers and poultry houses; install equipment for modern dairy, farm implements and equipment; M. S. Hoge, Mgr., R. F. D. Route No. 1, Van Buren. See Want Section—Machinery and Supplies.

Fla., Eustis—Cooper Home Gas Co., capital \$25,000, incorporated; Claude R. Cooper, H. C. Duncan.

Fla., Fort Myers—Weatherly Electric Co., Inc., chartered; A. L. Weatherly, P. K. Weatherly.

Fla., Jacksonville—B. K. Hall, 2135 Oak St., let contract to Hearn Construction Co., 314 Lutz Bldg., at \$20,000 for 1-story, brick, film exchange building, S. Adams St., between Myrtle and Everson St.

Fla., Jacksonville—W. M. Fleming Machinery Co., Inc., capital \$50,000, chartered; W. M. Fleming, Durkee Bldg., Maurice F. Meyer, A. B. Fleming, 1729 Louisiana St.

Fla., Jacksonville—St. Johns Pharmacy, Inc., 847 Talleyrand Ave., capital \$15,000, chartered; M. D. Moody, J. D. Boone, A. M. Moody.

Fla., Lake Wales—Rutherford Construction Co., capital \$100,000, chartered; Nannie B. Bullard, B. K. Bullard, N. Rutherford.

Fla., Miami—Professional Drug and Surgical Supply Co., Inc., chartered; James R. Roddick, G. K. Leimond, Philip Wood.

Fla., Miami—Acme Advertising Corp., capital \$20,000, chartered; E. A. Ebmer, J. E. Dowling, 830 Lincoln Rd.; A. D. Aldridge.

Fla., Miami Beach—Theatres, etc.—Deannville Casino Corp., chartered; Henry H. Taylor, 350 E. 6th St., J. A. Dixon, P. J. Hutton.

Fla., Orlando—Newell Electric Co., Inc., 23 S. Main St., capital \$75,000, chartered; J. J. Newell, 309 Yale Ave., E. D. Little, J. H. Harris.

Fla., St. Petersburg—Lassing Publishing Co., capital \$100,000, incorporated; R. B. Lassing, 1300 North Shore Dr.; C. C. Carr, Times Bldg.; Warren Lassing, 312 Disston Ave.

Ga., Atlanta—Following sub-contracts have been awarded for National Biscuit Co.'s 467 Whitehall St. plant addition: Structural steel, F. E. Gollan Co., 101 Marietta St.; mill work, Patillo Lumber Co., Healey Bldg.; steel sash, Truscon Steel Co., Wynne Clinton Bldg.; hollow metal windows, Dowman-Dozier Mfg. Co., 1314 Murphy Ave.; tin clad doors, Luke Seawall; reinforcing steel, Kalm Steel Co., Candler Bldg., all Atlanta; steel rolling doors, J. G. Wilson Corp., New York; J. M. Van Harlingen, Atlanta Agent; elevator doors, St. Louis Fire Door Co., St. Louis, Mo.; J. M. Van Harlingen, Atlanta Agent. Plumbing, heating, wiring and elevators not included in contract. The Flagler Co., Engrs. and Bldrs., Red Rock Bldg.; James R. Torrence, Archt., 85 Ninth Ave., New York City. 8-18

Ga., Augusta—City, reported, let contract to Ahrens-Fox Fire Engine Co., Cincinnati, Ohio, at \$12,000 for additional fire fighting equipment.

Ga., Brunswick—Windsor Construction Co., incorporated; Mrs. Mabel G. Grondahl, F. M. Scarlett.

Ga., Brunswick—Operation of new steamship line from Brunswick to Baltimore, New York and New England, also Brunswick to Galveston and Houston, to be known as "Newtex Line," reported; begin operation by Sept. 1; new line to use docks of Atlantic, Birmingham & Coast Ry.

Ky., Danville—Bluegrass Advertising Co., capital \$10,000, incorporated; E. C. Newlin, Jr., Chenault Hugely.

Ga., Macon—The Dairy Products Manufacturers Assn. of Georgia, organized; H. C. Antrim, Pres., 5 Fairfield Dr., Atlanta; J. D. Kinnett, Treas., 515 Vineville Ave., Macon.

Ky., Glasgow—Pure Torpedo Corp., capital \$25,000, chartered; H. F. Norris, Winn Davis, J. Hascal Mitchell.

Ky., Harrodsburg—Mercer County Stock Yards Co., Depot St., will erect 240x132-ft. frame building, metal roof, cost about \$15,000. See Want Section—Machinery and Supplies. 9-1

Ky., Lexington—Ward Food Products Co., incorporated; Harry A. Stewart, Jack H. Dunn, Charles E. Ward.

Ky., Lexington—S. and S. Hair Tonic Co., capital \$200,000, incorporated; John A. Creech, C. B. McGuire, 220 Bell Court E., W. C. Taylor.

Ky., Louisville—Bluegrass State Water Co., incorporated; L. F. Sippel, H. E. McElwain, Jr., Neville Miller, both Inter-Southern Bldg.

Ky., Louisville—Audubon Park Dairy, Preston St. Road, capital \$10,000, incorporated; Conrad L. Young, Preston St. Road, Carl O. Bauer, Nettie Bauer.

Ky., Paducah—Canvas Gloves—F. L. Cleaver of Cleaver Manufacturing Co., Effingham, Ill., reported, establish factory here and at Paris.

Ky., Paris—See Paducah.

La., Monroe—Twin City Hardware and Furniture Co., Inc., capital \$200,000, incorporated; P. M. Atkins, 520 Riverfront St., W. L. Ethridge, 2101 St. John Drive.

La., New Orleans—Coffee—Wm. B. Reilly & Co., Inc., Magazine and Girard St., reported, plans erecting 4-story addition, reinforced concrete, brick and steel, composition roof, steel sash, rolling doors, wood and concrete floors, plumbing, heating and electric wiring; Francis J. McDonnell, Archt., Hibernia Bldg.

La., New Orleans—Dixie Steamship Co., Inc., capital \$125,000, chartered; George Plant, Harold LeJune, both 1026 Whitney Bldg.

La., New Orleans—Construction—Richard McCarthy Co., Inc., capital \$25,000, incorporated; Richard McCarthy, Henry McCarthy, both 819 Canal Bldg.

La., New Orleans—Dehydrators—M. Bussler & Co., Inc., 521 St. Philip St., capital \$600,000, incorporated; Berthold F. Frennd, and Wilkes A. Knolle, both 521 St. Philip St.

La., New Orleans—Louisiana Oxygen Co., Inc., 649 S. Front St., chartered; J. W. Billingsley, James J. Davidson, both Interstate Bank Bldg.

La., Tullos—Oil Well Supplies—Allison-Longston Supply Co., Inc., capital \$40,000, incorporated; John T. Allison, Len T. Langston.

Md., Baltimore—Lock Insulator Corp. will soon let contract for 1-story, 40x60-ft. and one 2-story, 32x72-ft. buildings cor. Charles and Cromwell St., brick, slag roof, steam heat, cost \$10,000; W. S. Austin, Archt., Maryland Trust Bldg.

Md., Baltimore—National Enameling & Stamping Co., let contract to McClintic-Marshall Co., 700 Scott St., and Oliver Bldg., Pittsburgh, Pa., for 1-story, 88x180-ft. building, cor. Johnson and Winder St.

Md., Baltimore—Baltimore Oceanic Steamship Co., Joseph O'Connor, Pres., Stewart Bldg., local agents for Nelson Steamship Co., reported, will include Baltimore, Charleston and Norfolk in schedule of sailings from East Coast; general headquarters in San Francisco, Cal.; Nelson Line will succeed American-Hawaiian Steamship Line, will extend service between two coasts.

Md., Cumberland—Stockholders of Celuloid Co., 36 Washington Place, New York City, voted unanimously in favor of merger

with Safety Celluloid Corp., subsidiary of Celanese Corp. of America, 15 E. 26th St., New York, consolidated company to be known as Celluloid Co., reported, erect new plant, daily capacity 5 tons cellulose acetate, used in production of fireproof films and similar articles. 8-4

Miss., Jackson—Gulf States Creosoting Co., Hattiesburg, Miss., plans erecting plant.

Miss., Kosciusko—Pet Milk Co., Arcade Bldg., St. Louis, Mo., soon begin work on \$500,000 plant, has 24½ acre site north of Illinois Central Railroad; all construction work handled by owners.

Miss., Tupelo—W. D. Topp, Mgr. of Lee County Hatchery, plans installing incubators, increase capacity from 22,000 to 35,000 eggs.

Mo., Kansas City—Mercantile—Barth & Meyer Co., incorporated; Edward M. Cox, M. B. Coffey, J. Merk.

Mo., St. Joseph—National Theater Advertising Co., capital \$30,000, incorporated; G. E. McCandless, D. R. Bellomy, 2939 Seneca St.; A. J. Brunswig, Corby Bldg.

Mo., St. Louis—Ward Baking Co., 4510 Parkview, reported, has permit for \$100,000 bakery, 3-story, 238x185-ft., brick, composition roof, steam heat; Equity Construction Co., Archt. and Builders, 4510 Parkview; 900 tons fabricated structural steel furnished by Lehigh Structural Steel Co., Allentown, Pa.

Mo., St. Louis—Clothing—Union Supply Co., capital \$10,000, incorporated; John W. Alvis, Wm. E. Walters, 430 Columbia Place; Rodowe Abeken, Title Guar. Bldg.

Mo., St. Louis—Hollis E. Suits, 1517 Clark Ave., reported, expend about \$60,000 for alterations and addition to laundry.

Mo., St. Louis—Merchandise—County Malt Products Co., capital \$10,000, incorporated; D. Howard Doane, F. W. A. Vesper, 6481 Ellenwood St.; True D. Morse.

N. C., Asheville—Grant's Pharmacy, Inc., 1 Broadway, capital \$50,000, chartered; E. G. Scruggs, 124 Montford Ave., Charles S. Gore, 7 Murdock Ave., Zeb V. Nettles, Jackson Blvd.

N. C., Charlotte—Industrial Dyeing Corp. of N. Carolina, capital \$10,000, chartered; Louis L. Wisner, Charlotte; Karl Ginter, 1678 Sratona Park, E., Michael Bressler, New York City.

N. C., Durham—Durham Big Bill Bottling Co., capital \$100,000, chartered; P. A. Boyles, E. C. Brooks, Jr., F. L. Fuller, Jr., 703 Watts St.

N. C., Greensboro—Clothing—Johnson-Taylor, Inc., capital \$100,000, chartered; J. T. Taylor, Raleigh; C. F. Johnson, 715 Percy St., Greensboro.

N. C., High Point—Carroll Furniture Co., capital \$100,000, incorporated; Ed. Henderson, E. P. Loftin, W. A. Carroll.

N. C., High Point—Crushed Stone, etc.—Smith Supply Co., capital \$50,000, incorporated; A. E. Taplin, 116 N. Main St., W. L. Smith, Jr., Hillcrest St., High Point; T. E. Jennings, Thomasville.

N. C., Statesville—Electric Signs—Prevette-Wilson Manufacturing Co., Inc., capital \$125,000, chartered; J. R. Prevette, H. A. Wilson, both Statesville; J. T. Prevette, N. Wilkesboro.

Okla., Bristow—Sullivan's Funeral Home, capital \$50,000, incorporated; M. E. Sullivan, L. F. Thompson, S. R. Grimes.

Okla., Enid—National Packers, Inc., St. Louis, Mo., reported, let contract to Webb & Luther, Enid, for \$50,000 packing plant; millwork to Enid Planing Mill; plumbing to Oklahoma Plumbing Co.; wiring to Storrs Electric Co.; metal and roofing to Huggins Metal Co., all of Enid; glazed tile of Clay Products Co., Brazil, Ind.; steel to J. B. Klein Iron & Foundry Co., 1016 W. Second St., Oklahoma City; plans by L. J. Menges, 4441 Green St., St. Louis, Mo.

Okla., Okmulgee—Pine Glass Co., reported, let contract to Muskogee Iron Works for \$80,000 plant; steel and concrete; to Luton & Co., for concrete work; plans by Walsh Fire Clay Products Co., 4070 N. Main St., St. Louis, Mo. 7-28

Okla., Tulsa—Pedrick Laboratories, Inc., capital \$100,000, chartered; J. A. Porter, 1423 S. Main St., B. M. Curtis, Mayo Bldg., W. L. Miller, 1203 S. Lewis Pl.

Okla., Tulsa—Boston Cleaners & Dyers, 114 E. Ninth St., reported, erect \$20,000 plant, 1 story and basement, 50x140 ft., receiving bids; Frank Walter, Archt., 305 W. Jasper St.

Okla., Wewoka—The Times Publishing Co. of Wewoka, capital \$15,000, incorporated; Ashby D. Tanner, Carl Tanner, both Wewoka; C. D. Tanner, Hominy, Okla.

S. C., Columbia—Jefferson Hotel Corp., 1801 Main St., capital \$200,000, chartered; W. T. Wilson, Sam Baron, John J. Cain, 1102 Barnwell.

S. C., Inman—Piedmont Furniture Co., capital \$10,000, incorporated; W. H. Sowell, T. G. Smith, O. C. Kimbrell.

S. C., Spartanburg—Spartanburg Bedding Co., Cantrell St., reported, let contract to P. S. Cecil, 450 Erwin Ave., for warehouse on Exchange St., 48x104-ft., 1½-story.

Tenn., Athens—The Post-Athenian Co., W. Jackson St., Rollo Emert and C. T. Taylor, Owners and Props., consolidated, will probably build after 2 years time; have machinery for present, little later plans for large automatic newspaper press. 8-25

Tenn., Chattanooga—The Star Box & Printing Co., 1416 Chestnut St., reported, plans erecting \$350,000 plant, acquired 200x300-ft. site on Chestnut and Seventeenth St., build first unit, concrete construction, cost about \$100,000; move equipment from present plant, double capacity; other units to be erected later; John Kain, Gen. Mgr. and Treas.

Tenn., Columbia—The Borden Co., Manufacturing Dept., Construction and Equipment Section, W. H. Howard, Supt., 350 Madison Ave., New York City; advises: "We have no knowledge of erection of plant at Columbia." 8-25

Tenn., Knoxville—Dispatch Publishing Co., capital \$50,000, incorporated; J. P. Roddy, 826 Chicamauga Ave., Irby Haynes, W. E. Fox.

Tenn., Martin—Chamber of Commerce, reported, interested in establishing milk products plant.

Tenn., Nashville—Cleanerline Co., incorporated; W. H. Lambeth, Chamber of Commerce, R. D. Herbert, Woodlawn Ave., Will R. Manier, Jr.

Tenn., Rockwood—Rockwood Broom and Mop Works, incorporated; G. W. Hogue, H. W. Fritts, Fred G. Haggard.

Tenn., Watertown—Carnation Milk Products Co., Walter Page, V. Pres., Oconomowoc, Wis., advises purchased Watertown Co-operative Creamery and will install equipment for handling fresh milk in connection with Murfreesburg plant. 9-1

Tex., Abilene—Zingery Map Co., capital \$25,000, chartered; W. W. Zingery, O. E. Crews, Tom King.

Tex., Alice—J. C. Isbell of Shiro and J. P. Long of Beeville, reported, establish steam laundry, acquired old Alice creamery plant, install machinery, etc.

Tex., Austin—Urnite Manufacturing Co., Max J. Werkenthin, Sec., 305 E. 15th St., Box 54, erect 50x100-ft. addition, frame, iron clad, metal roof, work to begin promptly; install equipment, manufacture garden and lawn furniture, daily output 50 pieces. See Want Section—Machinery and Supplies. 8-25

Tex., Beaumont—The Sabine Canal Co., offices at Lake Charles and Vinton, La., reported, leased Atlantic Rice Mill, 1003 Main St., for season 1927-28; will water, grow, mill and distribute own rice products; canal system contains about 20,000 acres, producing approximately 160,000 bags rice.

Tex., Corpus Christi—Corpus Christi Warehouse and Storage Co., capital \$100,000, incorporated; R. A. Thompson, Calvin Cook, H. R. Sutherland; temporary office Room 602, Noxon Bldg.

Tex., Corpus Christi—Bickford Drug Co., capital \$12,000, incorporated; D. M. Bickford, M. A. Dunn, Ruby Bickford.

Tex., Corpus Christi—Port Trucking Co., capital \$12,000, chartered; R. J. Williams, M. H. Williams, L. D. Williams, 710 S. Tercabue St.

Tex., Edna—W. H. Young, Jackson County Agent, interested in establishment of creamery.

Tex., Galveston—Oleander Packing Co., Charles F. Hildebrand, Sec.-Treas., Sixty-first St. and Broadway, reported, let contract to J. W. Zempter & Co., 2204 D. St., for new fireproof building, 2-story with foundation to permit additional stories, install most modern machinery for making sausage, etc., cost about \$100,000; construction started. 7-28

Tex., Galveston—Texas Oceanic Steamship Co., capital \$125,000, chartered; T. R. Hancock, 2809 J St., P. E. McKenna, A. B. Shoemaker, 3724 P½ St.

Tex., Houston—Gulf Publishing Co., Ray L. Dudley, Pres., 1716 Dallas St., has plans by Hedrick & Gottlieb, Inc., Archts., Post-Dispatch Bldg., for new building on Buffalo Drive, 166x70-ft., fireproof, concrete with either brick or stone tile, Spanish type;

total cost about \$200,000; receives bids Sept. 15. 4-28

Tex., Keller—Private fish hatchery under State control in Tarrant County, on ranch of T. A. Cole, approved by J. R. Smith, of State Game, Fish and Oyster Comsn., Austin.

Tex., Llano—City interested in establishment of creamery. Address Secretary of Business Men's Luncheon Club.

Tex., Marshall—Chamber of Commerce, interested in establishing milk products plant for Harrison County.

Tex., Mercedes—Rio Grande Land and Irrigation Co., reported, plans erecting \$25,000 packing plant, 1-story and basement, 90x100-ft., reinforced concrete and stucco; receiving bids; R. Newell Waters, Archt., Weslaco.

Tex., Odessa—Eastern Torpedo Co., D. A. Koonz, Gen. Mgr., reported, plans locating plant and headquarters for manufacture of in Odessa and plant outside of city.

Tex., Ranger—Ranger Times, reported, plans erecting new home, either brick or concrete.

Tex., San Antonio—San Antonio Perfection Bakeries, Inc., capital \$20,000, chartered; Frank L. Camfield, 1119 Rigsley St., Nana B. Camfield, C. H. Jackson, Gunter Bldg.

Tex., Texarkana—Southland Broom Co., changed name to Southland Co. Inc.; increase capital, \$12,500 to \$50,000.

Tex., Waxahachie—Dr. D. R. Asher, Tulsa, nitro-glycerine; either lease or build offices Okla., interested in establishing mineral water plant.

Tex., Wichita Falls—M. Johnson, Bowie, Tex., reported, plans establishing model poultry ranch on 80 acre tract; erect first unit of 100,000 egg capacity hatchery, 25,000 laying hens to start, increase flock to 100,000, work to begin about Sept. 1.

Va., Norfolk—Southern Ham Corp., capital \$10,000, chartered; H. M. McCleary, Susan McCleary, both Suffolk; Charles L. Clark, Bankers Trust Bldg., Norfolk.

Va., Norfolk—Plumbing—E. A. DeWaters, Inc., capital \$25,000, chartered; E. A. DeWaters, Winifred L. DeWaters, Reuben E. Spandorfer, Nushaum Bldg.

Va., Radford—Merchandise—Engineering Sales Corp., capital \$10,000, chartered; D. P. Minichan, Roanoke; C. B. Baldwin, East Radford; L. W. Pinks, Pulaski.

### Motor Bus Lines and Terminals

Mo., Jefferson City—The Chicago and Alton R. R. Co., office of Receivers, 340 W. Harrison St., Chicago, Ill., does not contemplate establishing bus line at present time between Jefferson City and Mexico, Mo. 8-25

Okla., Ardmore—W. A. Green and L. C. Giles have permit to operate passenger bus line between Ardmore and Oklahoma City.

Okla., Stillwater—C. F. French and Son, has permit to operate bus line between Stillwater and Oklahoma City.

Tex., Junction—Wahl Brothers & Jordan, reported, plans building \$40,000 garage and store.

Va., Richmond—Virginia Motor Lines, Inc., 10th and Broad Sts., has permit to operate passenger bus service between Richmond and Bristol.

Va., Richmond—Allen Transfer Co., 715 W. Cary St., filed permit to operate freight motor bus line between Richmond and Hopewell.

Va., Roanoke—Eagle Motor Lines, capital \$100,000, incorporated; James A. Bear, Shenandoah Life Bldg.; A. B. Moore, E. S. Wheeler.

Va., Stacy—A. C. Stacy filed permit to operate motor bus line from Stacy, Buchanan County, to Virginia-West Virginia line.

### Motor Cars, Garages, Filling Stations

Ala., Mobile—N. C. Alston, 14 S. Catherine St., let contract to Walters & Rast, 501 Selma St., for filling station and 28x30-ft. tire shop, brick veneer and stucco; equipment purchased. 9-1

Ark., Earle—Crittenden County Operating Co., incorporated; Ira Twist, C. C. Twist, both Twist.

Fla., Gainesville—Santa Fe Motors, Inc., capital \$12,000, chartered; B. F. Hazen, G. J. McGriff, J. E. Graves.

Fla., Lake Butler—Lake Butler Service Station, Inc., chartered; P. E. Taylor, H. W. Reeves, J. W. Bridwell.

Fla., Tampa—Davies Motor Parts, Inc., 1634 Franklin St., capital \$25,000, chartered; J. F. Davies, 1408 S. Mordey Ave.; Charlotte M. Rider, M. G. Gibbons, 823 S. S. Delaume St.



Fla., Venice—Louis Siegel, Palisades Park, N. J., reported, acquired Clawson Garage building, includes storage space for 150 cars, show rooms and apartments.

Ga., Atlanta—Charles McConnell, 1331 Greenwich Ave., erect brick and steel filling station.

Ga., Rome—William Barron, reported, erect garage and store building, 2-story, brick, cement and wood floors, composition roof; Lockwood and Poundstone, Archts., Forsyth Bldg., Atlanta.

Ky., Barnwell—Standard Oil Co., reported, receiving bids for erection filling station.

Ky., Louisville—Automobiles—George Dehler Jr. & Co., 402 E. Market St., capital \$80,000, incorporated Geo. Dehler, Jr., 1152 E. Broadway; Kate E. Dehler, Arthur B. Dehler, 1518 Rosewood St.

Ky., Pikesville—General Service Garage, incorporated; T. N. Huffman, Jr., W. M. Connolly, L. L. Keathley.

La., New Orleans—Dickens Oil Co., Inc., erect oil filling station on Chartres St., Saputo and Governall, Contrs.

La., New Orleans—Johnness Sales Corp., Inc., chartered; A. H. Johnness, 1231 Webster St.; J. R. Rogillo, Severn T. Darden, 7328 Jeanette St.

La., Raceland—E. E. Lewis Motor, Inc., capital \$10,000, chartered; Edward E. Lewis, Ernest Naquin; manufacture spring motor.

Mo., Chaffee—Automobile Accessories—Crown Manufacturing Co., St. Louis, reported, will occupy \$12,000 brick factory building, 1-story; erect by Chaffee Lumber Co.

Mo., Independence—Jackson County Motors, Inc., capital \$15,000, incorporated; Lester H. Haas, Independence; F. E. Thompson, 919 Freeman St., Kansas City; Cleveland A. Rex, 4229 Paseo, Kansas City.

Mo., St. Joseph—Lycum Garage Co., capital \$50,000, incorporated; Clarence U. Philley, 1956 Clay St.; M. H. Reed, 2236 Eugene Field; Wm. A. Evans, 1914 Doniphan St., reported, plans converting Lycum Theater, Fifth and Jule St., into garage, capacity 300 cars, build runway from second to third floor; the Lehr Construction Co., 1712 Frederick St., low bidder; work to begin at once.

Mo., St. Louis—William King of the Broad-Wal Garage, 500 Walnut St., reported, acquired property cor. Walnut and Broadway, will raze buildings for automobile service developments.

N. C., Lexington—Automobiles—Bowers and Bowers, Inc., capital \$25,000, chartered; G. W. Bowers, Raymond Bowers, J. A. Smith.

N. C., Roxboro—Stewart-Bradsher Motor Co. will erect garage on Depot St.

Okla., Enid—Garber Brothers, reported, has permit for \$20,000 filling station, 114 E. Broadway, 1-story, fireproof.

Okla., Tulsa—C. V. Rosse, care of Selden Sales and Service Co., 202 S. Denver St., let contract to E. W. Chambers, Cheyenne, for \$60,600 garage, 2-story and basement, 100x140 ft., reinforced concrete and steel; A. C. Fabry, Archt., 619 W. Twelfth St., Tulsa.

N. C., Durham—Cary T. Holland, Box 434, will erect filling and service station, Chapel Hill and Milton Ave. See Want Section—Machinery and Supplies.

N. C., Winston-Salem—Camel City Coach Co., 231 S. Liberty St., reported, let contract to Frank L. Blum Co., 110 E. Second St., for 1-story, 38x85 ft. brick building for storage and repair buses; Northrup & O'Brien, Archts., Starbuck Bldg. 8-25

S. C., Meggett—Meggett Chevrolet Co., incorporated; A. B. Bennett, T. H. Frampton.

Tenn., Chattanooga—Howard and Woods, let contract to Stewart Construction Co., Eighth and Cherry St. for 2 auto sales buildings, Broad St., each 75x236-ft. 8-11

Tenn., Chattanooga—Cauch Bros., Broad St., let contract to Stewart Construction Co., Eighth and Cherry St., at \$50,000 for auto sales building, Broad St., 100x236-ft., brick and steel, plate glass front, concrete and terrazzo floor, composition roof; W. F. Stewart, Archt. 7-14

Tenn., Newbern—W. J. Houston and John R. Beech, reported, acquired Newbern Service Stations, Main St., will operate.

Tex., Beeville—The T. & K. Motor Co., organized, John Teague, Milton Kohne, F. W. Hunt.

Tex., Columbia—Davis-Peacock Motor Co., incorporated; Charles H. Davis, J. V. L. Peacock, W. D. Malone.

Tex., Dallas—Gough Motor Co., capital \$65,000, incorporated; J. P. Gough, 4317 Bowser St., L. M. Rallowe, Mercantile Bank Bldg., Mrs. J. P. Gough.

Tex., Odessa—J. C. Worchester, reported, has contract for 100x140-ft. garage for Harry Hicks, reinforced concrete; cost about \$30,000.

Tex., San Antonio—L. Harrington Co., Archts., Builders Exchange Bldg., receiving bids for addition to Ideal Garage, Soledad St., 102x200ft., cost about \$25,000.

Va., Alexandria—Liberty Garage, Inc., capital \$25,000, chartered; Charles Renshaw, Bethesda, Md.; John H. Payne, Clyde B. Latham, both Alexandria.

Va., Norfolk—Virginia Electric & Power Co., reported, has permit to remodel old power plant on Cove St. for garage, cost about \$19,500.

Va., Richmond—Auburn Sales and Service Inc., 1012 N. Blvd., capital \$25,000, chartered; J. H. Watkins, 3324 Grove Ave.; W. L. Cheatham, C. L. Childrey, 517 W. Broad St.

## Roads, Streets and Paving

In connection with LAND DEVELOPMENT large sums are expended for roads, streets, paving and sidewalks. Details will be found under that classification.

### Proposed Construction

Ala., Tuscaloosa—Tuscaloosa County Board of Revenue plans grading and draining Greensboro road and building bridges; will receive bids soon.

Arkansas—State Highway Comm., Dwight H. Blackwood, Chmn., Little Rock, received low bids for 22 roads and 6 bridges: Monroe County—Clarendon-Indian Bay road, J. D. and R. P. Sims, Hughes, \$11,912; Cross County—Wynne-Harrisburg, Luck & Aldredge, Kansas City, Mo., \$33,402; Pike County—Murfreesboro-Delight, J. P. McNulty & Co., 2121 Cherry St., Pine Bluff, \$19,523; Little River County—Ashdown-Ogden road, Richardson Ayeas, Hope, \$8241; Crawford County—Alma-Mulberry road, James & Hopper, Alma, \$7,090; Saline County—Benton Hot Springs road, Ware Construction Co., Little Rock, \$31,933; Calhoun County—Thornton-Hampton road, Lynch & Hill Construction Co., Little Rock, \$42,277.

In Union County—Concrete surfacing, El Dorado-Magnolia, M. D. L. Cook, Home Insurance Building, Little Rock, \$457,030; Pope and Yell Counties—concrete substructure of Dardanelle Bridge, General Construction Co., 408 Pine St., St. Louis, Mo., \$306,232; Conway County—bridge over Cypress Creek, Peters & DeCamp, Little Rock, \$7,454; Sebastian County—Fort Smith-Charleston road, Interstate Construction Co., Paris, Tex., \$40,910; Craighead County—Lake City-Leachville road, C. B. Gregg, Jonesboro, \$11,835; Cleburne County—Heber Springs-Edgemont road, B. H. Heard, 800 Pine St., Little Rock, \$52,852; Logan County—Charleston-Paris road, Ellis & Lewis, 507 Smetz Bldg., Muskogee, Okla., \$54,772; Clay County—Corning-Piggott road, S. C. Taylor, Birmingham, Ala., \$35,824; Logan County—bridge on Mansfield-Waldron road, O'Hagen & McVicker Co., Kansas City, Mo., \$23,250; Crittenden County—Harahan Viaduct, concrete structures, McKenzie-Hague Co., Minneapolis, Minn., \$419,649; Sebastian County—Fort Smith-Greenwood road, W. P. McCoy & Son, Forth Smith, \$78,110; Scott County—bridge over Mill Creek and slough, O'Hagen & McVicker Co., \$32,948; Nevada County—Rosston-Waldo road, J. G. Newkirk, \$35,298; Sebastian County—Fort Smith-Greenwood road, J. G. Newkirk, Doddridge, \$30,531; Jackson County—Newport-Grubbs road, J. M. Howell, DeQueen, \$13,759; Bradley County—Warren-Hermitage road, R. J. Lynch, 318 Ridgeway St., Little Rock, \$32,885; Ouachita County—Camden-Chidester road, J. P. McNulty, \$9,516; Marion County—Yellville-Marshall road, S. C. Taylor, \$73,955; Clay County—Corning-Piggott road, Bunnell & Mack, Paragould, \$14,982; Lafayette County—Lewisville-Bradley road, J. G. Newkirk, \$42,926; Poinsett County—Marked Tree Bridge, Williamson & Williams, Batesville, \$111,645. 8-25

Ark., Fayetteville—State Highway Comm., Dwight H. Blackwood, Chmn., Little Rock, plans expending \$203,000 for 4 roads in Washington County: 5 mi. Highway No. 71, from Fayetteville, north, cost \$40,000; 2 mi. gravel, University Farm road, No. 12, \$8000; 19 mi. grading, Fayetteville-Cane Hill road, No. 45, \$95,000; improve Highway No. 80, Park's Corner to Oklahoma City line, \$60,000; plans exceeding \$349,000 on roads next year.

Ark., Hot Springs—State Highway Dept., Dwight H. Blackwood, Chmn., Little Rock, plans concrete road from Hot Springs to Arkadelphia; later concrete to Texarkana.

Ark., Morrilton—State Highway Comm., Dwight H. Blackwood, Chmn., Little Rock, plans expending \$47,500 to rebuild highway and bridges in Conway County: 26 mi. gravel surface road from Bird's Store at Birdtown to Clinton; 9 mi. road across Arkansas River from Morrilton to Perry County line.

Ark., Mountain Home—State Highway Dept., Dwight H. Blackwood, Chmn., Little Rock, plans road from Mountain Home to Leslie, Searcy County, via Timbo and Alco; Ralph Huey, Engr.

D. C., Washington—Dist. Comms. receive bids Sept. 14 for 45,000 cu. yds. grading; plans on file at Room 427 Dist. Bldg.

Fla., Crestview—Okaloosa County plans 6 mi. Galliver to Baker road, \$10,000 available; plans expending \$25,000 for 7 mi. Baker to Munsen road. Address County Comms.

Fla., Deland—Volusia County Comms., W. P. Wilkinson, Chmn., receive bids Sept. 8 for 20,000 sq. yd. pavement, curb and gutter, West Canal St., New Smyrna; N. A. Hotard Engineering Corp., New Smyrna.

Fla., Green Cove Springs—City Comms., R. J. Wilson, Mayor, plans 3 mi. sidewalks on Idlewild Ave.; N. A. Hotard Engineering Corp., New Smyrna.

Fla., Kissimmee—Osceola County Comms. plan building Hickory Tree and Kenansville roads, cost \$150,000. See Financial News—Bond Issues Proposed.

Fla., Moore Haven—State Road Dept., F. A. Hathaway, Chmn., Tallahassee, plans letting contract in Jan. for road through Glades County, from Venus to Moore Haven.

Fla., New Smyrna—City, W. C. Chowning, Mayor, plans 50,000 sq. yd. paving; N. A. Hotard, Engr.

Fla., Orange City—City, E. A. Allan, plans street paving; N. A. Hotard Engineering Corp., New Smyrna. See Financial News—Bond Issues Proposed.

Fla., Stuart—Martin County Comms., H. N. Gaines, Chmn., plan widening, rebuilding, grading, hard-surfacing 14 roads and building 2 bridges: Sewall's Point road, \$50,000; Jensen Beach road, St. Lucie County to St. Lucie Inlet, \$90,000; Britt road, State Road No. 4, Lowest to County line, \$8000; Fourth St. from opposite El Bit-Lor to Port Sewall, \$50,000; Monterey road, Gaines Highway to New Dixie, \$10,000; Salerno road, Dixie Highway to Beach, \$70,000; Monrovia Highway, Dixie Highway, west, \$6000; road from Olympia west to Gaines Highway, to connect with hard surface on Kansas Ave., \$115,000; Murphy road extension and bridge, \$15,000; Palm City Bridge, \$107,000; Locks road, Gaines Highway to Locks, \$15,000; Gaines Highway, South Fork Bridge to end of 9-ft. hard surface, \$200,000; Warfield Highway, North to Okeechobee County line \$185,000; Gaines Highway, S. A. L. R. to Lake Okeechobee, \$140,000; Jupiter Highway, Gaines Highway to County line, \$15,000; votes Sept. 30 on \$1,076,000 bonds. 9-1

Fla., St. Cloud—City plans extending New York Ave., paving and laying sidewalks, from Twelfth to Thirteenth St. Address City Clk.

Fla., West Palm Beach—City, A. E. Parker, Mgr., plans paving road from Okeechobee road to West Borough schoolhouse.

Ga., Ludowici—State Highway Board, East Point, plans beginning construction Oct. 1 on Oglethorpe Highway, Long County; W. R. Neel, State Highway Engr.

Ga., Waycross—State Highway Board, Atlanta, plans paving highway from Waycross to Bacon County line; 6-in. Florida rock base asphalt top surface, or 3-in. slag base, 1½-in. Kyrock surface; W. R. Neel, State Highway Engr.

Kentucky—State Highway Comm., Frankfort, received low bids for 2 roads: Fulton County—bank gravel, Hickman-Fulton-Mayfield Road, W. F. Robinson & Sons, Owensboro, \$26,514; Graves County—bank gravel, Mayfield-Fulton Road, Stone & Co., \$23,939. 8-18

Kentucky—State Highway Comm., Frankfort, received low bids for 2 roads: Oldham-Henry Counties—8.419 mi. grade and drain, Louisville-Bedford Road, Patterson & Ridenour, Barbourville, Ky., \$37,427; Oldham County—3.536 mi. grade and drain, concrete, Louisville-Bedford Road, F. G. Breslin, 2615 Crop St., Louisville, \$25,998; stone masonry, \$26,010. 8-18

Kentucky—State Highway Comm., Frankfort, received low bids for 8 roads: Graves County—7.436 mi. bank gravel, Mayfield-Fulton road, N. E. Stone & Co., Madisonville, \$23,929; Fulton-Hickman Counties—4.827 mi. bank gravel, Fulton-Mayfield road, N. E. Stone & Co., \$48,235; bank gravel, local, W. F. Robinson & Sons, Owensboro, \$26,514; Harrison County—5.364 mi. waterbound macadam, Cynthia-Brooksville, O'Hare &

Sabel, Newtown, \$95,013; bituminous macadam, \$113,872; Henry-Shelby Counties—8,750 mi. grade and drain, Newcastle-Frankfort, H. S. Tye & Son, Bedford, Ky., \$64,416; Hickman County—9,798 mi. grade and drain, Clinton-Mayfield, Norman Davis, Sikeston, Mo., \$48,151; 9,573 mi. grade and drain, Columbus-Clinton road, L. E. Carter, Lancaster, Ky., \$96,457; Martin County—10,503 mi. grade and drain, concrete, Inez-South Kermit, Hays & Blair, Whitesburg, \$189,356; masonry, \$175,199; Monroe County—3,927 mi. corrugated metal pipe, Alexander Brothers, Cadiz, \$87,870; E. N. Todd, State Highway Engr. 8-18

Ky., Covington—Kenton County, John B. Read, County Judge, plans road building; River, Moffett Woods, Taylor Mill roads, DeCoursey and Amsterdam pikes; cost \$1,500,000. See Financial News—Bond Issues Proposed.

Ky., Dayton Branch, Newport—City, Frank J. Staab, Clk., receives bids Sept. 10 to grade, pave with reinforced concrete, concrete curb and gutter, etc., on sections of Fifth St. and Main St.

Ky., Maysville—State Highway Comm., Frankfort, receives bids Sept. 9 for 6 mi. 16-ft. water or traffic-bound macadam or river gravel, Mayslick-Wedonia road, from intersection with Lexington-Maysville pike at Mayslick to intersection Maysville-Flemingsburg pike at Wedonia; 69,999 cu. yd. excavation and borrow; 20,030 lbs. reinforcement; M. D. Ross, Dist. Engr.; E. N. Todd, State Highway Engr.

Louisiana—Louisiana Highway Comm., Frank T. Payne, Chmn., Baton Rouge, receives bids Sept. 28 to furnish broken stone and gravel and build 3 roads: Franklin Parish—11,439 mi. Winnaboro-St. Joseph Road, from existing gravel road, east of Winnaboro to point near Tensas River; Rapides Parish—14,074 mi. Alexandria-Leesville Highway, from Hineston, through Lewiston and Milford to gravel road on north side of Bayou Rapides, at McNutt; Winn Parish—13,942 mi. Winnfield-Olla Highway, from end of present gravel, east of Winnfield to Winn-Lasalle Parish line; plans on file; Nicholls W. Bowden, State Highway Engr.

Louisiana—Louisiana Highway Comm., Frank T. Payne, Chmn., Baton Rouge, received low bids for 3 roads and bridge: Vernon Parish—3.39 mi. gravel Anacoco-Texas Highway, J. F. Salter, Cypress, La., \$25,063; St. Tammany Parish—widened 8.894 mi. Abita Springs-Pearl River road 18 to 20 ft. Picard Construction Co., New Orleans, \$12,951; Jefferson Parish—965 mi. Avondale-New Levee Highway, Highway Construction Co., New Orleans, \$10,439; bridge over Bayou Oise, Gretna-Lafitte Highway, Scott & Bros., New Orleans, \$8244. 8-4

La., Jennings—Hathaway Road Dist. Board of Supvrs., George M. Bonin, Sec., Police Jury of Ward Three, plans expending about \$16,000 for 6 mi. road in dist., connecting every school in territory.

La., New Iberia—Iberia Parish Police Jury, Marcus DeBlanc, Sec., plans road building in Dists. Nos. 1, 2, 3, 4, 5, 6, 7, etc. See Financial News—Bond Issues Proposed.

Md., Baltimore—Board of Awards receives bids Sept. 14 to grade, curb and pave with 10,820 sq. yd. sheet asphalt on concrete base streets in Cont. No. 431; 31,500 cu. yd. grading, Cont. No. 432; 6780 sq. yd. cement concrete on concrete base, Cont. No. 433; plans on file; Steuart Purcell, Highways Engr.; B. L. Crozier, Ch. Engr.; Wm. F. Broening, Mayor.

Md., Rockville—Montgomery County Commrs., appropriated \$55,000 toward improving Georgia Ave., from District line to Colesville Pike.

Miss., Crystal Springs—Town plans widening South Jackson St. 10 ft.; considering paving streets in business section. Address Town Clk.

Miss., McComb—City plans grading and vitrified brick or concrete paving, Michigan Ave. between intersections, Broadway and Michigan Ave., to Delaware and Michigan Ave.; Henry A. Mentz, Civil Engr., Hammond, La.

Miss., West Point—Clay County considering hard surfacing all roads in county, cost about \$200,000. Address County Commrs. See Financial News—Bond Issues Proposed.

Mo., Kansas City—City, H. F. McElroy, Mayor, plans building new streets, and connecting present thoroughfare. See Financial News—Bond Issues Proposed.

Mo., Springfield—State Highway Dept., Jefferson City, and Green County, plan expending \$35,000 to asphalt re-surface East Division Street road, from intersection with Glenstone road, east; H. P. Mobberly, Highway Engr.

Mo., St. Louis—Board of Public Service, E. R. Kinsey, Pres., Director of Streets and Sewers Brooks, plan 250 paving and construction projects in 1928, totaling 50 lin. miles, cost \$6,000,000.

North Carolina—State Highway Comm., Raleigh, plans 2 roads: 7.10 mi. Route 30, from Beaufort County line to Vanceboro, Craven County; road from Kenansville, Duplin County, to Jacksonville, Onslow County via Richlands and Beulaville.

N. C., Charlotte—City, Robt. L. Brown, Commr. of Public Works, plans concrete sidewalks on Elizabeth Ave., Sugaw Creek to Cecil St.; considering sidewalks on Statesville Ave. and on Greenway; Wayte Thomas, City Engr.

N. C., Hickory—City, J. E. Elliott, Mayor, plans laying sidewalks on paved streets; Ring & Setzer, City Engr.

Okla., Chandler—Lincoln County plans receiving bids this year for 50 mi. gravel roads; plans 34 mi. hard-surfaced roads; C. A. Wood, County Engr.

Okla., Earlsboro—State Highway Comm., Oklahoma City, and major oil companies plan road from Earlsboro to northern half of Earlsboro oil field; improve road from Earlsboro to Seminole; Earlsboro-Tecumseh road; Clark R. Handigo, Highway Engr.

Okla., McAlester—Pittsburg County Commrs. receive bids Sept. 27 to improve 3 roads: 3 mi. concrete and asphalt, west of McAlester; 18 mi. grading, drainage structures and gravel surfacing, west of McAlester; 7 mi. grading, drainage structures and gravel surfacing, east of McAlester; W. E. McGowan, Chmn.

Okla., Medford—City plans about 13 additional blocks street paving, including Third, First St., north side of courthouse square. Address City Clk.

Okla., Oklahoma City—Oklahoma County Commrs. plan graveling West Tenth St., southwest of Wheatland and Reno Ave.; Ralph James, County Engr. 9-1

Okla., Muskogee—City Comm. plans paving West Okmulgee Ave., Twenty-ninth to Forty-eighth St.; South Twenty-fourth, Columbus to Border Ave., city limits.

Okla., Pawhuska—Osage County plans graveling highway, Pawhuska to Ponca City. Address County Commrs.

Okla., Wewoka—Seminole County Commrs. plan paving road north from Wewoka to Okmulgee County line, through Cromwell and south through Sasakawa to Ada Bridge, Pontotoc County.

Tenn., Huntingdon—Carroll County Court plans 200 mi. surface roads in addition to State road crossing county in 2 or 3 directions, including county section of Austin-Peay Highway, from McKenzie to intersection of State Highway No. 77, near Atwood, through Trezevant. See Financial News—Bond Issues Proposed.

Tenn., Kingsport—City, F. L. Cloud, Mgr., receives bids Sept. 13 for 4500 cu. yd. excavation, 2600 sq. yd. concrete pavement, 1550 sq. yd. concrete sidewalks, 1825 lin. ft. 8 and 6 in. sanitary sewers, 4 manholes 4 standard catch basins, in Dists. No. 47 and 48; G. D. Black, City Treas.

Tenn., Knoxville—City, Charlton Karns, Mgr., plans widening Fifth Ave. 34.9 ft., between Gay St. and Broadway.

Tenn., Tiptonville—Lake County, J. R. Adams, plans road building, cost \$200,000. See Financial News—Bond Issues Proposed.

Tex., Bastrop—Bastrop County plans building and maintaining roads in Red Rock Community, Road Dist. No. 8, cost \$60,000. Address County Commrs. See Financial News—Bond Issues Proposed. 9-1

Tex., Beeville—City Comm. plans laying top on concrete on Washington St. and connect paving on street leading east out of city.

Tex., Carrizo Springs—Dimmitt County, Wm. H. Davis, County Judge, plans grading and bridges on 2 roads: 8.9 mi. Highway No. 55, from Sta. 10 plus 80, to point near Catarina 9.549 mi. Highway No. 55, from point south east of Carrizo Springs, through Ashton, estimated cost \$50,360 Jas. G. Loth, Engr.

Tex., Colorado—Mitchell County, Chas. C. Thompson, Judge, plans 9.573 mi. grading and bridges, Highway No. 1, from Howard County line to Westbrook; Geo. S. Hilland, Engr.

Tex., Coldsprings—San Jacinto County, Wm. McMurray, Judge, plans 7.598 mi. grading and bridges, Highway No. 35.

Tex., Crane—Crane County plans road building, cost \$150,000. Address County Commrs. See Financial News—Bond Issues Proposed.

Tex., Floydada—Floyd County Lee Highway Assn., E. C. Nelson, Chmn., considering

paving Lee Highway across County, east and west, cost \$75,000. See Financial News—Bond Issues Proposed. 7-14

Tex., Fort Worth—City, O. E. Carr, Mgr., plans paving Oakland Ave., from Meadow Drive to city limits.

Tex., Fort Worth—Tarrant County, Dave Shannon, County Judge, plans building State and lateral roads, cost \$6,253,000. 9-1

Tex., Graham—City, R. F. Fowler, Clk., receives bids Sept. 15 for 6000 lin. ft. one-course concrete sidewalks, 4 ft. wide; plans on file.

Tex., Hempstead—Waller County plans 3 roads: Highway No. 73, Old San Felipe Trail, Houston to Austin; Highway No. 6, Houston, Bryan-Waco road and road to North Texas; Highway No. 20, from Highway No. 6, Hempstead to concrete paving in Washington County. Address County Commrs. See Financial News—Bond Issues Proposed.

Tex., Huntsville—Walker County, P. H. Singletary, Judge, plans 12,336 mi. grading and bridges, Highway No. 19, from Huntsville to Riverside; D. K. Caldwell, Engr.

Tex., Lufkin—Angelina County appropriated \$20,000 toward hard-surfacing Highway No. 35, from Lufkin to Angelina River.

Tex., Panhandle—Carson County, A. A. Callaghan, Judge, plans 8.85 mi. grading and bridges, Highway No. 75, through county, estimated cost \$27,745; Larr O. Cox, Engr.

Tex., San Antonio—Bexar County, Augustus McCloskey, County Judge, receives bids Sept. 26 to top 13 roads in Precincts Nos. 1, 2, 3, 5, Flores, Slocum to Chavagneaux road; Mayfield, Somerset to Pleasanton; Quintana from San Antonio to VonOrmy; Culebra from 11 mile post to limits; Blanco, city limits to Basse road; Moeglin road, city limits to S. A. & A. P. tracks; Vance-Keller, Fredericksburg to Jackson-Keller road; Jackson-Keller road, Wurzbach to Vance Jackson road; Keller road, city limits to Bandera road; Cincinnati Ave., Bandera to St. Mary's Academy road; Isom road, North Loop to Blanco road; Keller road, Blanco to S. A. & A. P. tracks; San Pedro Ave., S. A. & A. P. tracks to Blanco road; G. H. Collins, Engr.

Tex., Seguin—Guadalupe County Commrs. plan letting contracts for 8 mi. Highway No. 123, between Seguin and Geronimo, and first section Kingsbury road, Highway No. 3; J. B. Williams, County Judge; A. Schlafl, County Engr. 8-11

Tex., Sinton—San Patricio County plans paving Rachel Ave., Sinton, and highway to Odem and Refugio. Address County Commrs. See Financial News—Bond Issues Proposed.

Virginia—State Highway Comm., H. G. Shirley, Chmn., Richmond, plans 5 roads: Richmond to Midlothian; Chatham to Gretna; Lancaster to Pitman's Corners; Reedsville to Heathville; Matthews to Gloucester Court-house.

Va., Bluefield—City Council plans expending \$10,000 for street improvement, including paving Sargent St. and Sanders Drive with concrete.

Va., Lynchburg—City, R. W. B. Hart, Mgr., is expending \$21,000 to improve 1 mile Campbell Ave., from Seventeenth St. to city limits; M. D. Knight, Director of Public Works.

Va., Norfolk—Pennystown Corp., W. B. Shafer, Jr., Pres., plans 3 mi. macadam streets and 3 mi. concrete sidewalks, Pennystown Development.

Va., Richmond—City, R. Keith Compton, Director of Public Works, receives bids Sept. 12 to grade, curb, gutter and resurface National Cemetery road, with Amiesite or Ky-rock, Brown St. to Williamsburg Ave.; plans on file.

Va., South Boston—City Comm. plans resurfacing Edmondson St. with tarvia to Halifax Cotton Mills. Address City Clk.

W. Va., Charleston—Kanawha County Commrs. plan grading, draining and hard surfacing 4½ mi. Coal River road, Teay's Hill Cemetery, to intersection of Coal River road and Tornado-Fall's Creek road; improve Amandaville road Jefferson Dist.; cost \$220,000. See Financial News—Bond Issues Proposed. 8-11

W. Va., Charleston—Kanawha County plans improving roads in Malden Dist.: Campbell's Creek, \$100,000; Elk Two Mile Creek, \$30,000; various roads in dist., \$40,000. Address County Commrs. See Financial News—Bond Issues Proposed.

W. Va., Clarksburg—Harrison County Court, Maurice L. Loudin, Clk., receives bids Sept. 22 to surface with Bermudez Hot mixed macadam 3 roads: 1½ mi. Simpson Dist., from point at or near Grassell, up Brushy Fork; 2 mi., Tenmile Dist., from end of cement road to Marshville, down Marshville Road to Marshville; 1 mi. Ten-



mile Dist., from corporate limits of Salem, up Pattersons Fork Run Road; plans from County Engr.

W. Va., New Martinsville—Wetzel County plans road building in 3 districts: Magnolia, Clay and Proctor Districts; cost \$374,000. Address County Commrs. See Financial News—Bond Issues Proposed.

#### Contracts Awarded

Alabama—State Highway Comm., Woolsey Fennell, Highway Director, let contracts for 12 roads and bridges: Coffee County—18.45 mi. sand-clay, between Sampson and Ott, Gillis Construction Co., Brewton, \$82,473; concrete and timber bridges, Austin Brothers Bridge Co., 1195 Mickelberry St. S. W., Atlanta, \$34,664; Butler and Crenshaw Counties—22.4 mi. gravel and sand clay, between Greenville and Luverne, Moore & Law, Tampa, Fla., \$99,740; Washington County—6.57 mi. grading and draining, between Mobile County line and Fruitdale, Z. D. Fountain, 544 W. Fourth St., Hattiesburg, Miss., \$39,695; Dale County—9.72 mi. sand-clay, Ozark to Enterprise, Ned Giddens, Troy, \$86,217; timber bridges, Little & Lee, Orlando, Fla., \$18,407; Geneva County—12.14 mi. sand-clay, Geneva to Samson, Houston Foster, Luverne, \$51,455; Covington County—6.77 mi. sand-clay, Andalusia to Opp, Gillis Construction Co., \$25,717; Tallapoosa County—11 mi. grading and draining, Waverly to Camp Hill, J. W. Gwin, Age-Herald Bldg., Birmingham, \$76,647; steel and concrete bridges, A. H. Singer, LaFayette, \$26,934.

In Russell County—14.06 mi. gravel, Seale to Girard, Newell Contracting Co., Martin Bldg., Birmingham, \$65,174; Baldwin County—16.02 mi. grading and draining, between Foley and Loxley, Simms, Skelley & Chapman, Orlando, Fla., \$52,904; Perry-Marengo-Hale Counties—18.15 mi. grading and draining, between Uniontown and Demopolis, Walter J. Bryson, First Natl. Bank Bldg., Montgomery, \$121,195; concrete and timber bridges, Lamb & McLeomore, Eutaw, \$20,875; Montgomery County—concrete overhead crossings over tracks of Atlantic Coast Line R. R. on Norman Bridge road, near Snowdoun, Champanois & Blanks, Meridian, Miss., \$17,937; Bullock County—18.81 mi. gravel, Union Springs to Barbour County line, C. G. Kershaw Contracting Co., Woodward Bldg., Birmingham, \$191,062; concrete bridges, D. B. Smith, Montgomery, \$16,305; Marengo County—13.24 mi. grading and draining, between Demopolis and Moscow, B. C. George & Co., Starkville, Miss., \$106,286; timber bridges, Ed. Pettus, Montgomery, \$34,453; W. A. McCalla, State Highway Engr. 7-27

Ala., Birmingham—City Comm., Eunice Hewes, Clk., let contracts at \$144,701 for street paving; Dunn Construction Co., Chamber of Commerce Bldg.; Morgan-Hill Paving Co., Woodward Bldg.; Southern Roads Co., Pioneer Bldg.; J. L. Mullarky, 2400 Ave. J.; Concrete Service Co.; H. N. Bowdry, Alabama Power Bldg.; Newell Construction Co., Martin Bldg.; A. J. Hawkins, City Engr.

Ala., Jasper—Walker County Commrs. Court, H. L. Collins, Probate Clk., let contract to L. C. Britton Contracting Co. at \$14,955 for 2 mi. gravel road from end of present gravel on Marylee Road. 8-18

Ark., Springdale—Locher Construction Co., has contract to pave West Emma St. Address City Clk.

Fla., Apalachicola—City Commrs., J. P. Coombe, Mayor, let contract to Newnan Lawrence Co., Pensacola, for 19,908 sq. yd. concrete paving, curb, etc. 8-11

Georgia—State Highway Board, Atlanta, let contracts for 12 roads and 4 bridges: Bacon County—9.08 mi. grading, Hazlehurst-Waycross A. Z. Williams, Macon, \$22,117; 9.08 mi. surface treatment, Coffin Construction Co., Eastman, \$75,635; bridge, at \$11,908; Clarke County—5 mi. asphalt, Athens-Lexington, Sam E. Finley, Atlanta, \$11,851; Decatur County—5 mi. paving, Bainbridge-Donaldsonville road, J. W. Glavin, Age-Herald Bldg., Birmingham, Ala., \$113,973; Gwinnett and Barrow Counties—18 mi. grading, Lawrenceville-Winder, M. R. Woodall, Inc., Walton Bldg., Atlanta, \$81,581; bridge, W. C. Shepherd, Citizens & Southern Bank Bldg., Atlanta, \$34,773; Henry County—2.983 mi. grading, McDonough-Atlanta, M. R. Woodall, \$11,730; Jefferson County—bridge, Louisville-Wadley road, A. G. Ragsdale, Macon, \$21,959; Muscogee County—10.65 mi. paving, Columbus-Macon, Campbell Contracting Co., 1312 Tenth Ave., Columbus, \$276,244; Pulaski County—6.963 mi. surface treatment, Hawkinsville-Perry road, MacDougald Construction Co., 545 Angier Rd. N. E., Atlanta, \$12,444; Troupe and Coweta Counties—9.33 mi. concrete, Newnan-West Point, Whiteley Construction Co., LaGrange, \$20,611; Stephens County—3.4 mi. concrete, Toccoa-Cornelia, Stephens Pittman Constructino Co., Atlanta,

\$87,027; Terrell County—4 mi. concrete, Columbus-Albany, Hopper-Winston Co., Montgomery, Ala., \$85,823; bridge, D. B. Scott & Co., Decatur, \$9758; Twiggs County—4.601 mi. grading and topsoil, Macon-Dublin, Brooks Calloway Co., McGlawn-Bowen Bldg., Atlanta, \$21,038. 8-11

Ga., Columbus—State Highway Dept., East Point, let contract to Campbell Contracting Co., 1312 Tenth Ave., Columbus, at \$275,981 for 10½ mi. concrete, Macon road; W. R. Neal, State Highway Engr. 8-4

Ky., Catlettsburg—Boyd County Fiscal Court let contract to Hunt-Forbes Construction Co., Ashland, at \$73,549, for 4½ mi. slag base, slag top, bituminous macadam, road from top of Peterman Hill to Cannonsburg Crossing. 8-25

Maryland—State Roads Comm., Baltimore, let contract to P. Flanagan & Sons, Inc., Harford Road and B. & O. R. R. for 47 mi. sheet asphalt along Harford road, from Gibbons to Glenmore Ave., Baltimore City; to James J. Stehle, 170 West St., Annapolis, for .30 mi. highway along approaches to Severn River Bridge; L. N. Mackall, Chmn.; L. H. Steuart, Sec. 8-18

Miss., Kosciusko—Attalla County Board of Supvrs. let contract to Clark & McCall, Port Gibson, at \$48,906 to surface State Trunk road, between Kosciusko and Carthage, 12,607 cu. yd. rock base. 8-4

Miss., Laurel—City, O. W. Buntyn, Street Commr., let contract to E. A. Finch, Citizens Bank Bldg., Hattiesburg at \$224,525, for vitrified brick paving, curb, gutter, sidewalks, storm and sanitary sewers; F. B. Ross, City Engr.; G. L. Lightsey, Clk. 8-11

Mo., Independence—City let contract to E. D. Tyner Construction Co. at \$2.69 per sq. yd. for 5-in. concrete base, 1½-in. asphaltic concrete surface, on Proctor Place, Lexington to Linden; at \$2.69 per sq. yd. for concrete gutters on Liberty St., from Nickell Ave. to Jones St. Address City Clk.

Mo., St. Joseph—City let contract to P. P. Young, R. F. D. No. 6, to repave Beaver St., Second to Exchange; Second, Beaver to Fawn. Address City Clk.

N. C., Hickory—City, J. D. Elliott, Mayor, let contract to Catawba Construction Co., Technical Bldg., Asheville, at about \$125,000 for 50,000 sq. yd. 30 and 25 ft. Amiesite and Pin. Rock paving. 8-11

Oklahoma—State Highway Comm., Oklahoma City, let contract to Tom Green for 2 sections Logan-Noble Counties paving project, to H. L. Canady, Tulsa, 1116 S. Lewis St., for third section.

Okla., Enid—City Comm. let contract to Hyde Construction Co. to pave South Jefferson St., from West Oklahoma to Market. 9-1

Okla., Oklahoma City—City, E. M. Fry, Mgr., let contract to Reinhart & Donovan Co., Trade Natl. Bank Bldg., to pave Ave. "F" Hudson to Walker Ave.; B. M. Hart, City Engr.

Okla. Perry—State Highway Comm., Oklahoma City, let contract to Standard Paving Co., 1742 E. Sixth St., Tulsa, at \$318,266 for 3 sections of paving, totaling 14.33 mi. Noble-Logan County.

S. C., Greenville—City, C. G. Wells, Clk., let contract to Ballenger Paving Co., Emaxcee Bldg., at \$128,272, asphalt, concrete and bituminous concrete paving on several streets; to Greenville Paving Co., G. & N. depot, at \$34,328 for concrete sidewalks, curb and gutter; Dan A. Hulick, City Engr.

Tenn., Knoxville—Knox County Commrs., let contract to Reynolds Construction Co., to grade and drain .5 mi. Tecoy road; to R. S. Freeman, to grade and drain 3.1 mi. Hendron's Chapel road; will apply rock later. 8-25

Tex., Brownsville—Cameron County, Oscar C. Dancy, County Judge, let contract to F. P. McElwath, Corsicana, for Harlingen-Riohondo Road.

Tex., Amarillo—City Commrs. let contract to Wilmering & Mullen, 96 Polk St., Amarillo, to pave West Eighth St.; to L. H. Howard, Slaton, to pave Van Buren and Eleventh St.; Amarillo Construction Co., 606 Courtney St., to pave Courtney; Carl Pleasant, Amarillo, to pave Harrison St.

Tex., Amarillo—L. C. Lacey, Gen. Contractor, 1504 Washington St., to concrete Fillmore St., 28 ft. wide, sublet contract to L. L. Shadden for excavation.

Tex., Amarillo—Potter County Commrs. Court, H. G. Herriek, County Auditor, let contract to McKnight Co., at \$2.60 per cu. yd. for gravel and 25 cents per sq. yd. for asphalt surfacing, 1 mi. Western Ave.; J. W. Ryder, County Engr. 8-25

Va., Martinsville—State Highway Dept., H. G. Shirley, Chmn., Richmond, let contract to Allport Construction Co., for 1 mi. paving,

from public square at Ridgeway, to end of present project, under construction, toward Martinsville.

Va., South Norfolk—City Council, B. H. Gibson, Mayor, let contract to Hudson & Scruggs, at \$179,687 for 9½ mi. 16-ft. reinforced concrete paving; Virginia Electric & Power Co. will pave between their tracks at \$22,475.

West Virginia—State Road Comm., Charleston, let contract for 4 roads: Doddridge County—.63 mi. relocation of West Union road, for grading and paving with cement concrete, W. H. Armstrong & Co., Fairmont, \$70,899; Jackson County—5 mi. stone base course, Kenna-Kanawha road, Eversbach Construction Co., Pomeroy, Ohio, \$56,400; Lincoln County—2.56 mi. gravel surface, Yawkey-Griffiths road, Riley & Waugh, Logan, \$15,975; Marion County—.26 mi. concrete County Club road, W. H. Armstrong, \$24,206. 8-18

W. Va., Wheeling—Ohio County Commrs. let contract to National Bituminous Construction Co., Valley Grove, to asphalt 8 roads, totaling about 10 mi.: 1.5 mi. Cherry Hill to Greggsville, Clinton and Potomac road; 1 mi. West Liberty and Bethany pike, Wheeling; 4 mi. Middle Wheeling Creek; ½ mi. West Liberty and Harveys; 1.5 mi. Wheeling and Ridge; 2 mi. Mozart; 1 mi. Kelly's barn to Dement Cemetery; 1 mi. Big Wheeling Creek.

#### Sewer Construction

**Sewer construction in LAND DEVELOPMENT projects involves the expenditure of large sums of money. Under that classification details of these improvements are reported.**

Ala., Birmingham—City, reported, let following sewer contracts: To J. A. Taylor, 1600 10th Ave. S., at \$8854 for sanitary sewers, South Highlands, East Lake; J. J. Goddard, 436 Powell St., at \$16,735 for storm and sanitary sewers at Pinehurst; Morgan-Hill Paving Co., Woodward Bldg., at \$31,319 for storm sewers on Ave. E, Ensley.

Ala., Prichard—Mobile Construction Co., Meaker Bldg., Mobile, started work on sewer system; engineering work by Robt. L. Totten, Brown-Marx Bldg., Birmingham; J. E. Jagger, Resident Engr.

Ark., Booneville—See Water Works.

Ark., Brinkley—City, Elmo Chaney, Mayor, reported, improve sewers and water works.

Ark., Corning—Board of Commrs., W. M. Fowler, Pres., reported, construct sewer system.

Ark., Pine Bluff—J. B. McNulty, 2121 Cherry St., reported, has contract for sewer and water mains in northwest section; cost \$50,000.

D. C., Washington—District Commrs., reported, received low bids for following sewers: Section 1 of Upper Anacostia main interceptor, Thirty-fourth and Grant Sts. N. E., at \$46,630 and Wesley Heights service sewers, Forty-fifth and Garfield Sts. N. W., at \$9196, from L. M. Johnson; service sewers in Sixteenth St. N. W., between Military Road and Van Buren St., at \$6198, and Sixteenth St. N. W., service sewer, between Arkansas Ave. and Upshur St., at \$2159, from G. B. Mullin & Co., 1296 Upshur Ave.; Jay St. service sewer between Arkansas Ave. and Upshur St. at \$2164, and Eighteenth St. replacement between L and M Sts. N. W., Fifty-eighth street service sewer between Dix and Foote Sts. N. E., at \$1676; Longfellow St. service sewer between First and Second Sts. N. W., at \$1326, and Connecticut Ave. service sewer between Albemarle and Yuma St. N. W., at \$1040; Sixty-first St. service sewer between Clay and Eads St. N. E., at \$2706; Section 3 of Mt. Pleasant relief sewer in Fourteenth St. N. W., between Columbia Rd. and Harvard St., at \$2404; Rhode Island Ave. service sewers between Monroe and Otis Sts. N. E., at \$3404 from W. F. Brenizer Co., 101 New York Ave. N. E.; James Creek Valley service sewer S. W., at \$2627, and sewers in vicinity of Thirtieth Place and Ellicott St., at \$2764, from Adam McCandish; Foote St. N. E. service sewer between 54th and 57th St., at \$3423, from Joseph A. Forbes Co., 5401 Seventh St. N. W.

Fla., Lake Butler—See Water Works.

Ga., Atlanta—City, reported, to expend \$200,000 for extension to Floyd St. sewer, \$133,000 for extension of stockade trunk sewer from present terminus to Confederate Ave., \$125,000 for extension of Orme St. trunk line, \$28,000 for extension of Milton Ave. 8-18

La., Pineville—City, reported, receives bids in Nov. for sanitary sewer system. Address The Mayor. 8-18

La., Shreveport—City, Mayor Thomas, reported, receives bids in Oct. for sewer and water extensions; cost \$200,000. 8-11

Md., Baltimore—Baltimore Clay Products Co., Lafayette Ave. and Penna. R. R., has contract at \$19,204 for furnishing vitrified pipe to Bureau of Sewers. 8-18

Miss., Kosciusko—City voted \$70,000 sewerage bonds. Address The Mayor.

Mo., Ironton—See Water Works.

Mo., Poplar Bluff—City, reported, soon have plans ready for bids for storm sewers. Address The Mayor.

Mo., Springfield—R. L. Langston, reported, has contract for sewers in Dist. No. 12.

Mo., St. Louis—Board of Public Service, reported, requested bids for submerged section of River Des Peres drainage project, to extend through Forest Park distance of 9000 ft.; cost \$3,000,000.

Mo., St. Louis—Board of Public Service, E. R. Kinsey, Pres., receives bids Sept. 20 for sewers in Highlands Joint Sewer Dist.; Rock Creek Sewer Dist. No. 11; South Hurst Sewer Dist. No. 1; Cheltenham Sewer Dist. No. 1; Arloe Sewer Dist. No. 1; W. W. Horner, Engr.

Okla., Ada—Fry Bros. & Chilcutt, reported, have contract for \$40,000 unit at sewage disposal plant.

Okla., Chickasha—Tibey Construction Co., Braniff Bldg., Oklahoma City, has contract for sanitary lateral sewer, consisting of 2500 ft. of 8-in. sewer pipe.

Okla., Crescent—City voted \$23,000 sewer and \$15,000 water works bonds. Address The Mayor.

Okla., Oklahoma City—H. M. House, 1206 W. Main St., reported, has contract for sewers in Sunrise Addition.

Tenn., Knoxville—City's engineering forces, reported, soon complete specifications, etc., for first unit of Mountain View sanitary sewer system; contract will be let in Sept.

Tenn., Knoxville—M. E. Mismar, 408 State St., reported, low bidder for sanitary sewer laterals in Lincoln Park.

Tenn., Nashville—W. L. Halley & Co., 314 42d Ave., reported, has contract for storm sewers in Minnesota Ave. and lateral sewers in 46th Ave.

Tex., Amarillo—City having plans prepared by W. Kiersted, Consol. Engr., 614 Interstate Bldg., Kansas City, Mo., for \$350,000 sewage disposal plant with filter sprinkling system.

Tex., Houston—Hermann Estate, MacGregor Estate let contract to McClendon & Green, First Natl. Bank Bldg., at \$14,000 for sewer and \$7000 for water contracts; opens bids Sept. 13 for paving and sidewalks; Wm. H. Collins, Engr., 601 Kirby Bldg.

Tex., Houston—City, reported, received low bid from United Filters Corp., Hazleton, Pa., at \$27,231 for vacuum filters; Dodge Co. at \$28,725 for sludge dislodgers; Telepsen Construction Co., 3900 Clay St., for 12-in. water mains on Hill St.; Charles K. Horton, 2202 Clay St., for sanitary sewers on Seven-and-a-Half and Eighth Sts.

Tex., Houston—City, reported, plans constructing sewer line on Telephone road from Broadmoor Gates to Kensington; cost \$28,000; J. C. McVea, City Engr.

Tex., Houston—City, reported, let contract to H. A. Paine, 232 Emerson Ave., for installing motor at North Side disposal plant; cost \$18,019.

Tex., Livingston—City plans constructing complete sewerage system, including disposal plant; votes Sept. 6 on \$50,000 bonds; Carl Sory, Mayor.

Tex., Moran—City Council, reported, having estimates prepared by Elrod Engineering Co., Mercantile Bank Bldg., Dallas, for sewer system.

Tex., Sonora—City plans installing sewer system; Municipal Engineering Co., Athletic Bldg., Dallas, low bidder; city votes Oct. 15 on \$45,000 bonds.

Va., Hopewell—City plans sewer system. See Financial News—Bond Issues Proposed.

W. Va., Overbrook, P. O. Wheeling—See Electric Light and Power.

### Street Railways

N. C., Asheville—Carolina Power & Light Co. will receive bids until Sept. 20 to build two blocks of street railway track. C. S. Walters is Vice-Prest.

### Telephone Systems

Md., Baltimore—Chesapeake and Potomac Telephone Co., Geo. H. Warren, Div. Mgr.,

5 Light St., making additional improvements, establish pole lines and circuits between Prince Frederick and Chesapeake Beach and install additional open wire trunks to Rockville, expend about \$76,920.

Oklahoma—Public Utility Investment Co., Salina, Kan., reported, acquired telephone franchises and exchanges at towns of Crescent and Lovell, increase capacity.

Tenn., Knoxville—Southern Bell Telephone & Telegraph Co., Atlanta, Ga., reported, expend \$45,000 to extend service in Park City and Boyd's bridge section; Frank Garratt, Mgr.

### Textile Mills

Ga., Columbus—Swift Spinning Mills, reported, let contract to T. C. Thompson & Bros., Charlotte, N. C., for constructing mill unit; cost \$300,000 including spinning mill machinery and equipment; brick, concrete and steel; 134x150 ft.; 3 stories; Robert & Co., Inc., Engrs., Atlanta; sub contracts not placed. 8-18

Ga., Commerce—A. D. Harris, C. J. Hood and associates, reported, interested in establishment of cotton mill.

N. C., Burlington—Negotiations, reported, under way for consolidation of May Hosiery Mills and National Dye Works; finishing department of consolidated organization will have annual capacity of 2,250,000 doz. pairs hose.

N. C., Elizabeth City—Virginia Dare Hosiery Co., capital \$25,000, incorporated; H. W. Sanders, W. T. Ward, D. R. Munden.

N. C., Kannapolis—Cannon Mfg. Co., let contract to W. O. Platt, Mt. Holly, for bleachery; 321x278 ft.; 2 portions to be 2 story, 32x278 ft. and 125x278 ft.; concrete foundations, walls brick, glass side walls, steel beams, cast iron columns, 20 yr. Barrett gravel roof, concrete and maple floor; subcontractors are: Steel sash, Truscon Steel Co., Youngstown, Ohio; 450 tons structural steel, Southern Engineering Co., P. O. Box 157; cast iron and miscellaneous iron, T. L. Talbert Iron and Steel Co., 407 S. Church St., both Charlotte; lumber, Birmingham Lumber Co., Age-Herald Bldg., Birmingham, Ala.; F. P. Sheldon, Providence, R. I. Engr. and Archt. 9-1

S. C., Abbeville—Hubert C. Cox, Sec., Junior Chamber of Commerce, advises: "Junior Chamber of Commerce raised \$125,000 and Van Raalte, 295 Fifth Ave., New York, will furnish balance of \$175,000 for silk mill; manufacturers broad silk and finished garments; city also assured of dye plant; all details to be worked out in next 10 days."

S. C., Spartanburg—Lockwood, Greene & Co., Montgomery St., Spartanburg, reported, let contract to General Electric Co., Schenectady, N. Y., for installation of motors and switchboards at Whitney Mills. 4-7

S. C., Woodruff—Mills Mills, H. A. Ligon, Pres., Greenville, reported, let contract for heating equipment to Grinnell Co., 22 E. Fourth St., Charlotte, N. C.; for power transmission work; T. B. Woods Sons Co., Chambersburg, Pa.; for motor drivers, Allis-Chalmers Mfg. Co., Milwaukee, Wis. 8-18

Tenn., Old Hickory—Dupont Rayon Co., Inc., mail address, Sta. B, Buffalo, New York, advises active field construction work on plant addition will start latter part of Sept. or early Oct.; construction work under supervision of engineering department of E. I. du Pont de Nemours & Co., Wilmington. 8-4

Va., Lynchburg—Consolidated Textile Corp., South Lynchburg, reported, construct storage warehouse on Carroll St.

Va., Petersburg—Swift Creek Mills, Inc., chartered; W. N. Anderson, Wm. Earle White, 701 Union Trust Bldg.

### Water Works

Ark., Booneville—City, reported, install water and sewer system. Address The Mayor.

Ark., Brinkley—See Sewer Construction.

Ark., Little Rock—Arkansas Water Co., S. R. Brough, Supt., 425 W. Capital St., reported, install pumping unit with capacity 12,000,000 gal. daily; construct settling basin on Reservoir Hill in Pulaski County; cost \$125,000.

D. C., Washington—Dist. Commrs. receive bids Sept. 13 for water tower. See Want Section—Bids Asked.

Fla., Indian River City—Town voted water bonds. See Financial News—Bond Issues Proposed.

Fla., Jacksonville—City Comsn., reported, begin construction of water supply extensions in St. Johns Park, Avondale, Murray Hill, and Panama Park sections; O. Z. Tyler, Supt. Plants and Water Dist. 5-12

Fla., Lake Butler—City contemplates water works and sewer system; cost \$150,000; N. A. Hotard, Engr. Corp., New Smyrna.

Fla., Tampa—City Comsn., reported, authorized Anson W. Squires, Supt. Water Dept., to call for bids on material to be used for laying \$300,000 worth of water mains.

La., Harahan—City, reported, plans water works extensions. Address The Mayor.

La., Shreveport—See Sewer Construction.

Md., Baltimore—U. S. Cast Iron Pipe and Foundry Co., Burlington, N. J., reported, low bidders for 1600 tons pipe. 7-21

Md., Baltimore—Board of Awards let contract to R. D. Wood & Co., 400 Chestnut St., Philadelphia, Pa., for cast iron pipe and fittings.

Md., Camp Meade—McCay & Kirtland, Equitable Bldg., has contract at \$18,444 for elevated steel water tank and pipe line. 7-7

Miss., Magnolia—J. M. Middleton, Hammond, reported, has contract for pumping plant, pipes, electrical work, etc.

Mo., Ironton—Board of Local Impts., E. L. Newman, Clk., reported, plans sanitary sewers and water works; W. A. Fuller Co., 1912 Ry. Exchange Bldg., St. Louis, Engrs.; votes Sept. 27 on bonds.

Mo., Macon—B. F. Brooks Construction Co., North Texas Bldg., Dallas, Tex., reported, low bidder at \$97,839 for lake and work connected with it, including clearing site, erecting dam, building pump house and installing pumps, motors and starter and pipe and pipe-line work; Terry, Cowan, Smith, 1505 Davidson Bldg., Kansas City, at \$1275 for pumps and motors.

Mo., St. Clair—City, W. C. Burke, Engr., reported, votes in Sept. on bonds for water system.

N. C., Goldsboro—City, reported, let contract to A. H. Guion Co., Gastonia, at \$27,000 for pump house for water works. 8-11

Okla., Crescent—See Sewer Construction.

Okla., Fairfax—City, reported, having preliminary plans made by V. V. Long & Co., 1300 Colcord Bldg., Oklahoma City, for extending water mains in Donelson Addition.

Okla., Fairview—City, reported, voted \$38,500 bonds for water mains in various sections of city; J. Francis, Engr. 8-25

Okla., Oklahoma City—City, reported, let contract to Crane Co., 221 First St., for galvanized pipe.

Okla., Oklahoma City—City, E. M. Fry, City Mgr., reported, plans constructing conduit line, pumping unit and an addition to filtration plant; may vote on bonds. See Financial News—Bond Issues Proposed.

Okla., Overbrook—A. Grotto, Ardmore, reported, preparing preliminary plans for impounding reservoir, dam and lake; S. Matthews Engr., Ardmore.

S. C., Spartanburg—City, R. B. Simms, Supt. Water Works, reported, extend water system to municipal aviation field; R. A. Self, Fairforest, has contract for removal of 10,000 gal. water tank of Cedar Spring Institute, which will be set up at field; lay 2-in. galvanized pipe line.

Tenn., Knoxville—City, Ben A. Morton, Mayor, reported, plans rehabilitating Richmond Hills reservoir.

Tenn., Memphis—Board of Water Commrs., reported, begin Jan. 1 laying of 70,000 ft. of 6-in., 18,000 ft. of 10-in. and 8000 ft. of 12-in. water mains; cost \$300,000.

Texas—Brazos River Conservation and Reclamation Assn., Waco, reported, formed by D. C. Giddings, Bryan; M. S. Mundson, Angleton; E. H. Austin, Bryan; formulating plans for development of number of power projects on Brazos River for flood control and industrial purposes; plans include building reservoirs at Breckenridge, Seymour, Mineral Wells, Inspiration Point, De Cordova, Bee Mountain, Bosque, Little River, Lampasas, Navasota, Leon and Georgetown.

Tex., Taylor—City Commrs., reported, plans new water works system.

Tex., Big Springs—Tibey Construction Co., Braniff Bldg., Oklahoma City, Okla., has contract for water works extension.

Tex., Crystal City—F. Trim, reported, has contract for drilling well; city will install water mains and sewerage system.

Tex., Cuero—City, LeRoy Hamilton, Mayor, votes Sept. 13 on \$32,000 water bonds.

Tex., Fort Worth—City and Tarrant County votes Oct. 8 on \$6,500,000 bonds for flood control and water supply. See Financial News—Bond Issues Proposed.

Tex., Houston—Nicholas McCaleb of Nichols McCaleb Co., agents of Sunlyan Subdivision on Lawndale Ave., reported, started work on 2232 ft. of 8-in. water main; construct laterals to serve entire addition, etc.

Tex., Marshall—City, H. J. Graeser, Mgr., B. F. Meyer, Engr., reported, plans extensive improvements at water works plant, install additional equipment.



Tex., Texarkana—E. W. Clark, Pres., Texas Water Corp., reported, plans expending \$500,000 for water works improvements, build reservoir on Clear Creek.

### Woodworking Plants

S. C., Marion—Veneer—American Wood Products Corp., auxiliary of American Box Co., 19 W. Third St., Geo. Kundmuller, V. Pres., Cleveland, Ohio, reported, started work on veneer mill; has site junction Atlantic Coast Line and Raleigh & Charleston railroads.

Tenn., Johnson City—American Cigar Box Lumber Co., W. L. Clark, Mgr., advises: "Addition to present warehouse is fully completed." 9-1

### FIRE DAMAGE

Ala., Greenville—Storage warehouses of Beeland Brothers Mercantile Co. and James T. Beeland Wholesale Co., W. J. Thazard Hardware Co.'s building, Whiddon, occupied by Whiddon Grocery and Market and offices of Kenan Construction Co.; loss \$50,000.

Ark., Smackover—Main treating plant of Simms Refinery; loss \$15,000.

Fla., Palm Beach—Mont Martre night club; address the Propr.; loss \$100,000.

Ga., Columbus—Peter Hargett's residence, Lover's Lane near Columbus.

Ga., Macon—Building at 648 Poplar St., occupied by Jake's Shoe Store and Evan's restaurant.

Ky., Louisville—Warehouse of G. F. Korfhage & Co., 1480 S. Preston St.; loss \$30,000.

La., Algiers, P. O. New Orleans—Bakery at 924 Teche, occupied by Malcolm Hoz and Frank Madraza; building owned by Mrs. Joseph Rumore, 913 Teche St.; loss \$16,000.

La., New Iberia—P. A. Viator's residence, W. St. Peter St.

La., New Orleans—Sheet metal products plant of Harry Brothers Co. of Louisiana, 3505 S. Carrollton Ave.

La., New Orleans—Warehouse of Schmidt & Zigler Co.; loss \$100,000.

Miss., Oakland—W. K. Black's residence, "White Oaks," loss \$40,000.

Miss., West Point—West Point Coca-Cola Co.'s plant; loss \$50,000.

N. C., Asheville—J. E. Ramsey's store at 89 Craven St.; dwellings at 91 and 90 Craven St., occupied by Charles Reynolds and Will Emery.

N. C., Mount Olive—Store of M. W. Pope; loss \$25,000.

N. C., New Bern—E. A. Braddy's dry cleaning plant.

Okla., Wright City—Choctaw Lumber Co.'s planer, reworking plant and shed; loss \$150,000 to \$200,000.

Tenn., Ashland City—Store of W. E. Allen & Sons, at Cheap Hill; loss \$9000.

Tenn., Mascot—Dairy barn owned by W. C. Terry on Ruggles Ferry pike.

Tex., Dallas—Rooming house at 3504 Swiss Ave., operated by Mrs. A. C. Henry, 1213 Haskell St.

Tex., Frost—Frost Cotton Oil Mill; loss \$75,000.

Tex., Houston—Texas Driverless System Garage, 1212 Prairie St.; loss \$20,000; owned by W. B. Duren.

Tex., Lovelady—Jay McCall's residence near Lovelady, owned by J. H. McCall.

Tex., Mexia—E. R. Pierce's residence, owned by A. K. Barron, Groesbeck.

Tex., Mount Calm—J. C. Nelson's residence, Waco Rd., near Mount Calm.

Tex., Palestine—Weaver Bros. and Thompson's sawmill; loss \$50,000.

Tex., Stamford—Buildings owned by J. P. Austin; loss \$12,000.

Tex., Texas City—Texas City Terminal Ry. Co.'s warehouse at Pier B; loss \$200,000.

Tex., Troup—Mixon Baptist Church, eight miles from Troup. Address The Pastor.

Va., Mine Run—Store and warehouse owned by Robinson Tinder.

W. Va., Huntington—Wm. Kincaid's residence, Fifth Ave. and 36th St., East Highlawn, owned by Guyan Hardware Co.

## BUILDING NEWS

### BUILDINGS PROPOSED

#### Association and Fraternal

Ga., Thomasville—American Legion, J. P. Clay, member, erect clubhouse.

Miss., Houston—Ancient Free and Accepted Masons, Ashton Toomer, Chmn., Bldg. Comm., received bids Sept. 5 for temple, cost \$40,000; semi-fireproof, brick, 3 stories and basement, 51x115 ft., asbestos roof, steam heat; J. M. Spain, Archt., Millsaps Bldg., Jackson.

N. C., Charlotte—American Legion may erect stadium.

Tex., Corsicana—Salvation Army erect \$9000 to \$10,000 building, 215 W. Collin St.; 2 stories, 30x60 ft.

Tex., Port Arthur—Cosmopolitan Lodge No. 872, A. F. & A. M., A. E. Scott, Chmn., Bldg. Comm., receives bids Oct. 15 (extended date) for temple; cost \$200,000; semi-Colonial type, brick, white stone trim, 3 stories, mezzanine and roof garden, 100x85 ft.; four 32-ft. stone pillars; Wm. B. Ittner, Inc., Archt., 408 Board of Education Bldg., St. Louis, Mo.; estimating contractors lately noted. 9-1

#### Bank and Office

Ala., Greensboro—Peoples Bank, Dr. A. Lawson, Pres., remodel building; new front and fixtures.

Ala., Robertsdale—Robertsdale State Bank having plans drawn by F. W. Clark and W. H. March, 305 Masonic Temple Bldg., Mobile, for \$16,000 bank and store building; 1 story, 30x88 ft. and 20x50 ft., concrete and tile floors, built-up roof, plate glass fronts. 8-11

Ga., Atlanta—Crum & Foster, 170 Spring St., probably soon call for bids on insurance office building, Spring St. and Armistead Place; cost \$200,000, fireproof, brick and stone; Ivey & Crook, Archts., Candler Bldg.

La., Covington—Covington Bank & Trust Co., reported, expend \$40,000 for improvements.

Md., Baltimore—Dr. Lawrence R. Wharton, 1120 St. Paul St.; Dr. J. A. C. Colston, Monument St. and Broadway, and others purchased 4-story dwelling, 1201 N. Calvert St.; remodel for physicians' offices; install water, gas and electric fixtures, X-ray and other equipment; architect not selected.

N. C., Winston-Salem—People's National Bank, W. A. Blair, Pres., erect branch bank, 14th and Liberty Sts.; 50 ft. front.

Tex., Houston—Public National Bank, Carter Stewart, Act. Vice-Pres., erect additional story to 9-story building; cost \$20,000; leased to Jas. Ruskin Bailey, Archt., 1606 Main St.

Tex., Laredo—A. M. Bruni, County Treas., erect 5- or 6-story office building; brick and rein. concrete; Adams & Adams, Archts., Bldrs. Exchange, San Antonio.

#### Churches

Ala., Anniston—Church of Christ, Dr. Jere Watson, Chmn., Bldg. Comm., erect brick building; auditorium and basement, 44x70 ft.; G. T. Reid, Archt., Merchants Bank Bldg., Jackson, Miss.

Ala., Birmingham—Homewood Methodist Church, H. T. Brownell, Chmn., Bldg. Comm., erect brick building, Homewood; 1 story, 30x60 ft., slate roof, steam heat; Warren, Knight & Davis, Archts., 1603 Empire Bldg., Birmingham.

Fla., Jacksonville—Bethea Baptist Church, Phoenix Ave., erect 2-story addition.

Ga., Boston—Methodist Church, Rev. I. C. Walker, Pastor, erect brick Sunday school annex.

Ky., Mayfield—First Baptist Church having plans drawn by Architectural Dept., Sunday School Board, Southern Baptist Convention, Nashville, Tenn., for \$125,000 church and Sunday school.

La., Gibsland—Methodist Church erect building. Address The Pastor.

Mo., Wardville—F. A. Ludewig & Co., 3115 S. Grand Blvd., drawing plans for brick, stone and rein. concrete slab church to replace burned structure; 1 story and basement, 100x40 ft., fireproof, slate roof, new hot air heating plant, art glass.

N. C., Charlotte—Rural Trinity Methodist Church, Beatty's Ford Rd. near Charlotte, Rev. O. B. Mitchell, Pastor, erect \$30,000 building, site present structure; 50x80 ft.,

auditorium seat about 400; Louis H. Asbury, Archt., 1514 E. 4th St.

N. C., Thomasville—Southside Baptist Church plans building. Address The Pastor.

Okla., Seminole—First Methodist Church, Rev. B. L. Williams, Pastor, receives bids Sept. 15 for brick and rein. concrete building; cost \$45,000; Wm. C. Meador, Archt., Dan Waggoner Bldg., Fort Worth. 8-25

Tex., Houston—Eastwood Baptist Church organized; Dr. H. M. Daigle, member, plans building.

Tex., Troup—Mixon Baptist Church rebuild burned structure 8 miles from Troup. Address The Pastor.

Va., Clarendon—Christian Church, Lyon Park, Rev. Robt. A. Voorus, Pastor, erect \$30,000 brick and tile building, Pershing Drive and Virginia Ave.

#### City and County

Ala., Birmingham—City Commission, John H. Taylor, Commr., plans 3 fire stations to replace structures at Woodlawn, West End and Inglenook; also new station for Central Park area; latter cost \$18,000, with \$17,000 equipment; total cost \$105,500.

Ark., Magnolia—City Council receives bids Sept. 15 for 2-story city hall; cost \$20,000; fire dept. and jail all on first floor.

Fla., Tampa—Hillsborough County Board of Commrs., Mr. Williams, Chmn., probably call election on \$125,000 juvenile detention home bonds. 7-28

Ga., Atlanta—Robt. F. Pennington, Alderman, will introduce ordinance in City Council for \$1,000,000 bond issue to erect auditorium; I. N. Ragsdale, Mayor.

La., New Orleans—City has low bid at \$13,700 from A. Garrett, Maritime Bldg., for stable, Telemachus and Gravier Sts.; plans by A. S. Montz, City Archt., City Hall Bldg. 8-25

La., Ville Platte—City, reported, erect city hall. Address City Council.

Miss., Crystal Springs—Town Council plans town hall.

Okla., Fairview—Major County Board of Commrs. erect courthouse; cost about \$100,000.

Tex., Austin—Travis County, Geo. S. Matthews, County Judge, defeated \$500,000 courthouse and jail bonds; may call another election in 30 days. 8-4

Tex., Houston—City rejected bids for fire station, Brighthouse and New Orleans Sts.; will have new plans drawn by W. A. Dowdy, City Archt.

Tex., Hughes Springs—City Council erect \$14,000 community building; auditorium seat 1200, basket ball court, rest rooms and offices.

Tex., Weslaco—City receives bids Sept. 9, office R. Newell Waters, Archt., for city hall; tile, stucco and rein. concrete, cast stone trim, tile roof, 2 stories, cost \$35,000. 4-7

Va., Hopewell—City, T. B. Robertson, Judge, Corporation Court, will vote on \$25,000 jail bonds. 7-14

#### Dwellings

Ala., Birmingham—W. A. Adams, care Wm. Leslie Welton, Archt., 1905 Amer. Trust Bldg., erect frame residence, Greenwood Place, Shades Valley; 1 story, composition roof, hot air heat.

Ala., Birmingham—Rufus H. Bethea, Title Guarantee Bldg., erect brick veneer residence, Mountain Brook Estates; 2 stories, composition roof, hardwood floors, steam heat; Wm. Leslie Welton, Archt., 1905 Amer. Trust Bldg.; bids in.

Ala., Birmingham—J. S. Cox, 630 Idlewild Circle, erect brick veneer and stucco residence, Rockridge Park; 2 stories and basement, stone trim, slate roof, steam heat; Turner & McPherson, Archts.; bids in Sept. 1.

Ala., Birmingham—Mrs. G. B. McCormack, Ridgely Apts., erect stone veneer and stucco residence, Mountain Brook Estates; 2 stories and basement, 96x82 ft., hardwood floors, slate roof, tile bath, steam heat, incinerator, electric refrigerator; Miller & Martin, Archts., 911 Title Guarantee Bldg.; bids in.

Ala., Birmingham—C. L. Moss, Amer. Trust Bldg., erect brick veneer residence, Redmont

Park; 2 stories, 64x84 ft., oak floors, slate roof, 5 tile baths, 3 tile porches, steam heat, incinerator, electric refrigerator; Jacob R. Sallie, Archt., 2109 N. Fifth Ave.; bids in.

Ala., Birmingham—Harold R. Samson, American Trust Bldg., erect brick veneer residence, Redmont Park; 1 story, 30x150 ft., slate roof, steam heat, electric refrigerator, incinerator, garage and servants' quarters; Warren, Knight & Davis, Archts., Empire Bldg.

Ala., Birmingham—Leo K. Steiner, Steiner Bank Bldg., erect Indiana limestone and tile residence and garage, Argyle Rd.; 2 stories and basement, 48x54 ft. and 22x31 ft., hardwood and tile floors, tile roof, steam heat; H. B. Wheelock, Archt., Steiner Bank Bldg.; bids in.

Ala., Birmingham—Frank Trueman, 706½ S. 28th St., erect brick veneer residence, Forrestdale; 2 stories, composition roof, hot air heat; Wm. Leslie Welton, Archt., 1903 Amer. Trust Bldg.

Ala., Eutaw—A. B. Eatman erect brick veneer residence, 1 story, 54x55 ft., hardwood floors, composition roof tile bath, Arcola heating, Frigidaire; Turner & McPherson, Archts., 1212 Martin Bldg., Birmingham.

Ala., Selma—Harry Marling erect brick residence; 2 stories, 30x65 ft., slate roof, steam heat, incinerator, electric refrigerator; Warren, Knight & Davis, Archts., Empire Bldg., Birmingham.

Ark. Bella Vista, Bentonville—S. P. Reynolds, Tyler, Tex., plans summer residence, Louisiana Mt.; Fred Dalton, Iola, Kan., plans residence, Hill Crest.

Ark., Camden—Dr. C. S. Early erect semi-fireproof residence; take bids about Oct. 1; brick, 2 stories and basement, tile roof, hardwood floors, concrete foundation, Arcola heating; cost about \$17,500; Witt, Seibert & Halsey, Archts., 811 Texarkana Natl. Bank Bldg., Texarkana, Ark.-Tex.

Ark., Fayetteville—Bert Watson plans dwelling or apartment house, College Ave. near Lafayette St.

Ark., Lewisville—J. C. Searcy erect stucco on metal lath residence; 1 story, pine and oak floors, shingle roof; Ye Planry, Inc., Archt., 1713½ Live Oak St., Dallas, Tex.

Ark., Little Rock—Rev. J. H. Brewer, 1600 Ringo St., erect brick veneer residence, 6320 Prospect St.; 1 story, oak floors, composition shingle roof, tile bath; H. F. Rieff Lumber Co., Contr., 212 W. Second St.

Ark., Texarkana—W. C. Kuhl erect \$17,000 face brick veneer residence; 2 stories, 50x36 ft., oak floors, tile roof, 2 tile baths; Stewart Moore, Archt., 709 Flatiron Bldg., Fort Worth Tex., and Texarkana.

Fla., Cross City—E. F. Fisher, Deputy Sheriff, erect 6-room residence, N. Cedar St.; lumber on ground.

Fla., Cross City—Harry Massell, care Big Store, erect residence, N. Dixie St.; 7 rooms and bath.

Fla., Jacksonville—P. N. Coleman, 2231 Oak st., erect 2 dwellings, Lake Shore.

Fla., Jacksonville—Henry Taylor & Son erect 2 dwellings, Lake Shore.

Fla., Jacksonville—J. B. Lee erect residence, Lake Shore.

Ga., Macon—W. A. Stillwell & Sons erect \$12,000 brick veneer dwelling, Shirley Hills.

Ga., Macon—City Realty Co., 565 Mulberry St., erect 7 frame dwellings, Thomas St., Mikado Ave., American Blvd., Houston Rd. and Houston Ave.; 6 rooms; total cost \$24,700.

Ga., Macon—R. S. Humphries, 451 Martha St., erect 8 dwellings, Mikado Ave.; frame, 5 rooms; total cost \$32,500.

Ky., Louisville—Frank Robinson erect 3 dwellings, 4307-11-15 Hale St.; cost \$3500 each.

La., New Orleans—Walter Tallant, 3418 Constance St., erect duplex, Fountainebleau Drive; bids latter part of year.

La., New Orleans—D. P. McGrath erect single frame residence, 1826 Moss St.; Jones, Roessle & Olshner, Archts., Maison Blanche Bldg., receiving sub-bids.

La., New Orleans—Capt. L. Ronquillo, 2514 N. Rampart St., considers residence, Almonaster St. near Marais St.

La., New Orleans—Roy Bird, 1020 Penniston St., considers single cottage, Lakeview.

La., New Orleans—Saizan Hartson Realty Co., 509 Carondelet St., erect 2 duplexes, 3332-38 Louisiana Ave. Pkwy.; total cost \$12,000.

Md., Baltimore—Hartman K. Harrison, 1125 Linden Ave., advises does not contemplate building, Poplar Hill.

Miss., Meridian—H. J. Meyer and Ike

Rosenbaum, care R. C. Springer, Archt., Rosenbaum Bldg., erect \$10,000 dwelling, Hillcrest Rd.; brick and field stone, 2 stories, tile roof and bath, steam heat; P. J. Koruse, Archt., M. & W. Bldg., Meridian.

Miss., Oakland—W. K. Black plans to rebuild residence burned at \$40,000 loss.

Miss., Pass Christian—John Legler receives revised bids Sept. 12 for frame and stucco residence; 1 story, slate roof, sanitary floors, oil burning system, storage tanks, furnace; Moise H. Goldstein, Archt., Hibernia Bank Bldg., New Orleans, La.; following contractors estimating: Geary-Oakes Co., Inc., Queen and Crescent Bldg.; J. A. Haase, Jr., 916 Union St.; C. A. Bayley & Co., Interstate Bank Bldg.; J. A. O'Brien, all New Orleans; Collins Bros. Contracting Co., Biloxi, Miss.; Frank Wittman, Pass Christian.

Miss., Philadelphia—A. N. Johnson erect \$18,000 residence; brick, hollow tile and stucco, tile roof and baths, steam heat; P. J. Krouse, Archt., M. & M. Bldg., Meridian.

N. C., Charlotte—A. N. Webb, 1906 Dilworth Rd. W., erect residence, Dilworth Rd.; cost about \$10,000.

N. C., Charlotte—H. F. Wilhelm erect residence Mt. Vernon and Lexington Aves.; cost about \$10,000.

N. C., Winston-Salem—J. C. Stewart, 1031 N. Chestnut St., erect 2 dwellings, Hawthorne Rd.; 7 and 8 rooms; total cost about \$11,300.

N. C., Winston-Salem—M. A. Whiteheart, 2931 Patterson Ave., erect 12-room residence, Patterson Ave.; cost about \$10,000.

N. C., Winston-Salem—Rev. W. M. Womble erect \$14,000 residence, Warwick St.; 6 rooms.

Tenn., Chattanooga—S. J. Allison, 5525 Hurst St., New Orleans, La., erect residence, Lookout Mountain.

Tenn., Chattanooga—J. L. Hindman 2423 Oak St., erect \$10,000 brick residence, Derby St. near Fourth St.; 2 stories.

Tenn., Chattanooga—Mrs. Paul Jahnkie, 7 Audubon Place, New Orleans, La., erect residence, Lookout Mountain.

Tenn., Chattanooga—W. R. Richeson, Hibernia Bldg., New Orleans, La., erect residence, Lookout Mountain.

Tenn., Johnson City and Elizabethton—Cities of Johnson City and Elizabethton, Chambers of Commerce of both cities, Washington and Carter counties and American Bemberg Corp. and American Glantzstoff Corp., erect 200 dwellings for workmen and houses for officials for the two corporations in Happy Valley; John Nolen, City Planner-Landscape Archt., Howard St., Cambridge, Mass.

Tenn., Memphis—C. H. Elliott, 666 West Drive, erect \$25,000 residence, Hein Park; brick veneer, stone trim, 2 stories and basement, 75x45 ft., oak floors, tile baths, steam heat, garage and servants' quarters; Geo. Mahan, Jr., Archt., Amer. Bank Bldg.

Tenn., Memphis—Dr. W. L. Howard, 147 Parkview Hotel, erect \$25,000 residence, Chickasaw Gardens; 2 stories and basement, 62x57 ft., brick veneer, oak floors, tile baths, steam heat, garage and servants' quarters; Geo. Mahan, Jr., Archt., Amer. Bank Bldg.

Tenn., Memphis—Miss Lucille Hunter, care Warren Bros. Co., U. & P. Bank Bldg., plans \$12,000 residence, Colonial Gardens; brick veneer, 2 stories and basement, 36x55 ft., oak floors, 2 tile baths, hot water heat, garage.

Tenn., Memphis—Edw. B. Snyder, care Penrod Jurden Co., U. & P. Bank Bldg., considers brick veneer residence in spring; 1 story and basement, 7 or 8 rooms, stone trim, hot water heat, garage.

Tenn., Memphis—J. K. Waddell, 222 Alston St., erect \$15,000 brick veneer duplex, 1652 Peabody Ave.; 2 stories and basement, 56x46 ft., oak floors, tile baths, stone trim, composition shingle roof, garage; Geo. Mahan, Jr., Archt., Amer. Bank Bldg.

Texas—Following plan residences at Bay-side Beach on Matagorda Bay, new resort town being developed: W. Boyd Gatewood, Sec. to Governor Moody, Austin; C. L. Mahaney, Commercial Security Co., 915 Elm St., Dallas; Victor J. Grunder, Pres., Chamber of Commerce, Cuero; J. Kelley Brown, Dallas Trust and Savings Bank; J. E. Halbert, Norman Okla.; R. C. Andrews, care American Railway Assn., Santa Fe Bldg., Dallas; J. R. McCoy, Central Power and Light Co., Frost Bldg., San Antonio; development is near Port O'Connor.

Tex., Beaumont—Dr. S. C. Thompson erect \$10,000 residence, Dodge addition; brick, concrete foundation, asbestos shingle roof.

Tex., Beaumont—R. M. Mothner, Alamo Block, erect \$10,000 residence, Averill addition; 10 rooms, frame.

Tex., Fort Worth—Oakhurst Land Co., First Natl. Bank Bldg., erect 8 brick veneer dwellings, Yucca, Marigold, Aster, Primrose and Wautaga Sts.; total cost \$30,000.

Tex., Fort Worth—Luther Terry, 2800 Princeton St., erect brick veneer residence, 2800 Princeton St.; cost about \$10,000.

Tex., Graham—Fred Arnold erect \$12,000 frame residence; 10 rooms, 2 stories, 35x40 ft.; Voelcker & Dixon, Archts., 4 Kahn Bldg., Wichita Falls.

Tex., Houston—J. R. Stuegill erect 4 frame dwellings and garages, 307-11-15-19 Eastwood St.; 5 rooms and bath; total cost \$14,000.

Tex., Houston—W. H. Morrison erect brick veneer duplex and garage, 1604 Indiana St.; 2 stories, 12 rooms; cost about \$10,000.

Tex., Houston—W. P. Schirmer erect residence and garage, 2110 Oakdale St.; 6 rooms and bath, 2 stories, brick veneer; cost about \$10,000.

Tex., Houston—W. S. Sigler plans about 20 dwellings, Gregg and Brighthouse Sts.

Tex., Wichita Falls—B. A. Stayton, Ninth and Scot Sts., does not contemplate letting contract any time soon for residence, Country Club Estates.

Va., Norfolk—Pennsytown Corp., W. B. Shafer, Jr., Pres.-Gen. Mgr., 66 Church St., will receive estimates at once for 25 bungalows; 5 and 6 rooms.

Va., Richmond—E. N. Calisch, 1643 Monument Ave., erect \$21,000 brick residence, 3104 Monument Ave.; \$500 garage.

Va., Roanoke—W. E. Morgan, American Natl. Bank Bldg., erect 2 brick-cased dwellings, 1208-23 Sherwood Rd., Raleigh Court; cost \$5000 each.

### Government and State

Md., Camp Meade—War Dept., Washington, D. C., expects plans and specifications for Colonial type barracks to be ready about Sept. 15; \$410,000 available. Address Constructing Quartermaster, Camp Meade.

Okla., Oklahoma City—State Board of Public Affairs, G. C. Wollard, Chmn., receives bids Sept. 14 for \$100,000 unit of Governor's mansion; stone and rein. concrete, 2 stories, tile roof, hardwood floors and finish, rein. and orna. iron, steam heat; also bids same date for \$250,000 medical building; brick and rein. concrete, 4 stories, concrete floors, struct., rein. and orna. iron tar and gravel roof; Layton, Hicks & Forsyth, Archts., Braniff Bldg.

Tex., Fort Sam Houston, San Antonio—War Dept., Washington, D. C., expects plans and specifications for Spanish type barracks to be ready about Sept. 15; brick, tile and concrete, \$500,000 available. Address Constructing Quartermaster, Fort Sam Houston.

Va., Harrisonburg—Treasury Dept., Jas. A. Wetmore, Act. Supervising Archt., Washington, D. C., receives bids Sept. 26 for remodeling and enlarging mailing vestibule, etc., post office and courthouse; drawings and specifications from Custodian at site or from office Supervising Archt.

### Hospitals, Sanitariums, Etc.

Ala., Birmingham—City Board of Revenue will call for bids in few days for completion of \$500,000 Hillman Hospital; about one-fifth completed at present; Harry B. Wheelock, Archt., Steiner Bldg., Birmingham; Percy W. Swern, Consist. Archt., 19 S. LaSalle St., Chicago, Ill.

Ark., Pine Bluff—Davis Hospital Assn. considers 25-room wing and nurses' home additions to Davis Hospital, 11th Ave. and Cherry St.; cost \$100,000; install new laundry equipment, \$1000 to \$1500, at once; also chairs for lecture room, cost about \$500.

Ark., Wynne—Mineral Products Co., J. L. Woodward, P. L. Graves, both Jonesboro, and associates, plan sanitarium, bathing pool, mud baths, etc., at Lovers Lead, Levesque, near Wynne.

Ga., Milledgeville—Georgia Legislature appropriated \$580,000 for new buildings at State Sanatorium; no other information yet.

Ga., Savannah—Telfair Hospital, Park Ave. and Drayton St., receives bids Sept. 10 for fireproof addition; Colonial type, 4 stories, 40x110 ft., wood and linoleum floors, concrete foundation, gravel roof; Levy & Clarke, Archts., 810 Blum Bldg. See Want Section—Building Materials and Equipment.

Ky., Louisville—Treasury Dept., Jas. A. Wetmore, Act. Supervising Archt., Washington, D. C., receives bids Sept. 21 for im-



provements and repairs, etc., at U. S. Marine Hospital.

La., Shreveport—Charity Hospital receives bids Sept. 15 for remodeling 2 buildings into fireproof structures; cost \$75,000, new built-up asphalt roof, concrete floors, metal lath, steel sash and closet partitions, metal trim and doors; Seymour Van Os, Archt., City Bank Bldg. 9-1

Okla., Norman—State Board of Public Affairs, G. C. Wollard, Chmn., Oklahoma City, receives bids Sept. 14 for infirmary building, University of Oklahoma; cost \$130,000.

Okla., Norman—State Board of Public Affairs, G. C. Wollard, Chmn., Oklahoma City, receives bids Sept. 14 for ward building, Central State Hospital; cost \$175,000; Layton, Hicks & Forsyth, Archts., Braniff Bldg., Oklahoma City.

Okla., Sulphur—State Board of Public Affairs, G. C. Wollard, Chmn., Oklahoma City, receives bids Sept. 14 for building at tuberculosis sanatorium; cost \$97,000.

Okla., Tahleah—State Board of Public Affairs, G. C. Wollard, Chmn., Oklahoma City, receives bids Sept. 14 for tuberculosis sanatorium building; cost \$90,000.

Okla., Vinita—State Board of Public Affairs, G. C. Wollard, Chmn., Oklahoma City, receives bids Sept. 14 for ward building, Eastern Oklahoma Hospital; cost \$150,000.

Tenn., Chattanooga—Hamilton County Board of Commrs. receives bids Sept. 20 for hospital, almshouse and workhouse, Silverdale; Colonial type, brick, 1 story, fireproof and semi-fireproof; \$63,000 almshouse, \$35,000 receiving ward, \$61,000 hospital, \$15,000 boiler house and laundry, \$10,000 morgue and garage; furnishings, equipment, etc., \$49,000 to \$50,000; R. H. Hunt Co., Archt., James Bldg. 8-11

Tenn., Knoxville—City, Mr. Karns City Mgr., has low bid at \$65,610 from Lynn A. Hayes, Dooley-Gillespie Bldg., for contagious disease hospital; Manley, Young & Meyer, Archts., 302 W. Church St. 9-25

Tenn., Memphis—City, C. C. Pashby, City Clk., has low bid at \$77,750 from J. B. Hanson Co., Inc., 769 Vance Ave., for addition to General Hospital; heating bid, Southern Heating Co., 145 S. Third St., \$18,400; plumbing, Heisler Plumbing Co., 266 Vance Ave., \$7850; wiring, McCrory Electric Co., 63 S. Third St., \$2575; Jones & Furbinger, Archts.; Gardner & Howe, Engrs., both Porter Bldg. 8-11

Tex., Lubbock—Lubbock Sanitarium Co., Dr. J. T. Hutchinson, Pres., receives bids Sept. 7 at office Peters & Haynes, Archts., Temple Ellis Bldg., for fireproof clinic; 3 stories, 98x97 ft., brick, rein. concrete and stone, cement and terrazzo floors, elevator, metal lath and plaster; cost \$100,000. 6-9

Va., Farmville—Commonwealth Fund, Henry J. Southmayd, Director, D.V. of Rural Hospitals, 1 E. 57th St., New York, may erect nurses' home at \$100,000 community which is nearing completion; H. C. Pelton and Jas. Gamble Rogers, Archts., 415 Lexington Ave., New York.

W. Va., Huntington—Kessler-Hatfield Hospital, Sixth Ave. and Second St., Dr. A. K. Kessler and Dr. Henry D. Hatfield, reported, receiving bids for addition; cost \$250,000, 5 stories, fireproof, rein. concrete and steel, brick exterior; 5 operating rooms, laboratory and X-ray rooms, clinic, etc.; Meanor & Handloser, Archts., 1149 4th Ave.

### Hotels and Apartments

Ala., Montgomery—Capitol City Hotel Co., Dr. S. D. Suggs, Pres., Shepard Bldg., razing building on site of proposed \$1,000,000, 11-story, fireproof, L-shaped hotel building, cor. Montgomery and Catoma Sts.; excavation for foundation to be started immediately; 103x122 ft., brick and steel, 2 passenger and 1 freight elevator, vacuum cleaning system; Frederick Ausfeld, Archt., Shepherd Bldg.; Hugger Bros. Construction Co., Contr., Riverside St. 3-10

Fla., Venice—Joseph Kretz will erect \$40,000 apartment building.

Ga., Savannah—Weitz Realty Co., L. Weitz, 226 W. Broad St., erect \$20,000, brick veneer, 4-apartment building at N. W. cor. Victory Drive and Habersham St.

Ky., Paducah—George Langstaff, of Langstaff-Orm Lumber Co., 438 S. Second St., advises will build 10-story fireproof hotel containing not less than 175 rooms; plans are being drawn by Marr & Holman, Stahlman Bldg., Nashville, Tenn.; bids will be taken Nov. 30 days. 9-1

La., New Orleans—Harry C. Danaher, 4610 Music St., erect \$10,000, 2-story, 30x67.6 ft., 4-apartment building on Music St.; composition roof.

Miss., Corinth—E. T. McCullar of Waldron Hotel considering plans for remodeling.

Miss., Tupelo—A. S. Hosford purchased Southern Hotel; reported, will make extensive repairs.

Mo., St. Louis—J. L. Woods, 615 W. Hancock St., Detroit, Mich., has plans in progress by Preston J. Bradshaw, International Life Bldg., for \$350,000, 100-room apartment building at N. W. cor. Olive St. and Theresa Ave.; 3-room efficiency type; also provide 4 stores on Theresa Ave. front.

N. C., Forest City—Kiwanis Club launched campaign for erection of hotel.

Okla., Shawnee—Hilton Phillips plans to start work within 30 days on \$40,000, 10-story, 150-room hotel building.

Tenn., Chattanooga—Samuel R. Read, Pres. of Chattanooga Investment Co., announced plans for erection of 6 or 7-story apartment hotel in Fort Wood section, at Vine and Fairview Sts.; first unit cost \$200,000, fireproof, trimmed in terra cotta and finished with Key-James brick, have about 40 apartments; plans being prepared by Stewart Construction Co.

Tenn., Murfreesboro—Murfreesboro Hotel Co., James R. Jetton, Pres., and John M. Butler, Sec.-Treas., will erect building at 201 E. Main St.

Tex., Beaumont—E. G. Edson, care E. L. Wilson Hardware Co., 321 Pearl St., reported, will let contracts within next few weeks for \$1,500,000, 17-story hotel building; F. W. Steinman & Son, Archts., San Jacinto Life Bldg. 4-21

Tex., Bryan—R. W. Howell will erect \$250,000, fireproof, brick, 7-story, 100-room Hotel La Salle, to be leased by Dupree Fountain, Vice-Pres. and Gen. Mgr. Auditorium Hotel; to be furnished throughout by Albert Pick Co., Chicago, Ill.; George Lewos Walling, Archt., Austin. 3-24

Tex., Dallas—Adolphus Hotel Co. has permit to remodel kitchen and lunchroom, 109 S. Akard St.; cost \$35,000.

Tex., Fort Worth—Wyatt C. Hedrick, Archt., First Nat. Bank Bldg., representative of Jesse H. Jones interests, Goggin Bldg., Houston, announced work to begin before Nov. 1 on \$1,000,000, 12-story apartment hotel at Rio Grande Ave.

Tex., Houston—Anna Bauer erect \$10,000, 4-apartment house at 2705 Austin St.

Tex., San Saba—San Saba Hotel, care Clay Kirkendall, receives bids Sept. 8 for 3-story, 35-room, reinforced concrete, brick, cast stone trim hotel building; Beverly W. Spillman, Archt., Alamo Bank Bldg., San Antonio. 8-4

Tex., Wharton—L. S. Green, Archt., 2309 1/2 Fannin, Houston, conferred with Mrs. L. M. Nation and Mr. and Mrs. Neal Berry, Props. of National Hotel, on plans for remodeling; add fourth story, install elevators, etc.

Va., Bluefield—George Stovall, Contr., contemplates erecting 40-room hotel, opposite Norfolk and Western station.

Va., Charlottesville—C. M. Wade erect \$50,000 apartment house on University Circle.

Va., Norfolk—M. L. Orebaugh, Mgr. and part owner of Southland Hotel, Granby and Freemason Sts., has plans in progress by Peebles & Ferguson, Law Bldg., for conversion of ground and mezzanine floors; cost \$50,000 to \$60,000; space for 7 stores on ground floor, mezzanine floor provide for lining room and kitchen; also complete renovation and refurnishing of building.

### Miscellaneous

Ala., Birmingham—Hollywood Land Co., Clyde Nelson, Pres., Hollywood St., has plans in progress by Pearce-Robinson, for \$100,000 clubhouse and \$25,000 swimming pool.

Md., Baltimore—Maurice Runkle, Inc., 105 W. 40th St., New York, reported, interested in construction of \$2,000,000 fight arena, basket ball court, bowling alleys, ice rink and swimming pool, site not announced; promoted by Olympia Club, in which Max Wayman, Benny Franklin and Lou Fisher are interested.

Mo., Kansas City—Air Corps Reserve Officers' Assn., Lieut. W. S. Green, Pres., has completed plans by Lieut. B. L. Austin for Army Air Corps Memorial Club, to be built on new Kansas City Airport.

Mo., St. Louis—L. A. Knight, 5153 Washington St., leased property on Seventh St.; will erect building for restaurant, etc.

Mo., St. Louis—Hugo Wurdack, Pres. of Wurdack Securities Co., purchased S. E. cor. Olive and 22nd Sts.; plans to develop; type not announced.

N. C., Asheville—W. W. Williams, director, announced \$10,000 will be expended for im-

provements at Camp Mishemokwa, near Lake Lure; new dining room, infirmary, manual training building, new shacks, etc.

N. C., Mount Airy—Mount Airy Country Club, H. M. Foy, Sec., planning \$10,000, 2-story, log or stucco, 40x70 ft. clubhouse; oak floors, stone foundation, equipment and furnishings cost \$3000; architect not selected.

Okla., Spavinaw—L. E. Blue, Archt., Mayo Bldg., Tulsa., completing plans for \$25,000, 2 and 3-story, stone and stucco clubhouse; owners' name not announced.

Tenn., Chattanooga—Lookout Mountain Hotel Co., Paul B. Carter, Pres., Volunteer Life Bldg., reported, soon start work on clubhouse at golf course, Lookout Mountain.

Tenn., Knoxville—Holston Hills Country Club soon let contract for clubhouse; Barber & McMurray, Archts., Tenn. General Bldg.

Tex., Houston—M. R. Wood, Consit. Engr. of Sugarland Industries, completed plans for \$45,000 structural steel, brick, tile and stucco gymnasium.

Tex., Palestine—Theodore Maffitt, Chmn., Building and Grounds Committee of Fair Assn., announced plans for improvements to fair grounds, erect new buildings.

### Railway Stations, Sheds, Etc.

N. C., Raleigh—State Corporation Commission ordered Seaboard, Southern, and Norfolk and Southern railroads to file plans within 90 days for union station. Address G. L. Sitton, Ch. Engr., Lines East, Southern Railway System, Charlotte.

### Schools

Ark., Clinton—State Dept. of Education, Fayetteville, selected Clinton and Huntsville as sites for vocational high school buildings. 9-1

D. C., Washington—District Commissioners, Room 509 District Bldg., received low bid for Gernett-Patterson Junior High School building, Vermont Ave. and U St. N. W., from C. H. Tomkins Co., 1612 Park Road N. W., at \$527,000; appropriation \$475,000; A. I. Harris, Municipal Archt. 8-25

Fla., Fort Pierce—St. Lucie County Board of Public Instruction sold \$75,000 school bonds; work on new school in White City start in few weeks. 12-2

Fla., Jensen—Martin County Board of Public Instruction, Stuart, call election Sept. 27 in School District No. 1, on \$30,000 bonds for new school building.

Fla., Tallahassee—State Board of Control, J. T. Diamond, Sec., will receive completed plans Sept. 12, by Rudolph Weaver, State Archt., 200 Peabody Hall, University of Florida, Gainesville, for \$200,000 addition to Gilchrist Hall at Florida State College for Women; soon ask for tentative plans for dormitories at Agricultural and Mechanical College for Negroes and Florida School for Deaf and Blind, at St. Augustine.

Fla., West Palm Beach—School District No. 4 voted \$175,000 school bonds. Address Palm Beach County Board of Public Instruction.

Ga., Macon—Greater Wesleyan College, Dr. William F. Quillan, Pres., receives bids Sept. 14 for construction of second unit of college plant; plans call for 5 buildings—administration building, with chapel; 2 classroom buildings, gymnasium and power house; 2 units involve expenditure of \$1,500,000; to be finished in red brick and Georgia marble; first unit under construction by Southern Ferro Concrete Co., 70 Ellis St. N. E., Atlanta; Walker & Weeks, Archts., 1900 Euclid Ave., Cleveland, Ohio; Dunwoody & Oliphant, Asso. Archts., 460 Broadway. 5-12

Ga., Tifton—Tifton Consolidated School District voted \$50,000 bonds for new school building; Tift County Bd. of Education. 8-18

Ky., Russell—Board of Education let contract to J. H. Pennington for \$10,000 addition to Russell High School; consist of 4 classrooms and addition to gymnasium; W. H. St. Clair, Archt., 417 Ninth St., Huntington, W. Va. 8-18

La., Alexandria—Board of Trustees State Industrial School for Girls, W. T. Mayo, Pres., 1915 Fairfield St., Shreveport, receives bids Sept. 12 for two 2-story, brick, English type cottages on Ball tract, near Alexandria; cost \$35,000; slate roofs, plastered interior; J. W. Smith & Associates, Archts., Ouachita Bank Bldg., Monroe. 9-1

La., Bonita—Bonita School District voted \$28,000 bonds for new high school and repairs to rural schools; J. W. Smith & Associates, Archts., Ouachita Bank Bldg., Monroe; Morehouse Parish School Board, Bastrop, owners.

La., New Orleans—Orleans Parish School Board, City Hall Annex, has low bid from Robinson Brothers, 214 W. Barr St., Pine Bluff, Ark., for addition of boiler rooms and hot water heat to McDonogh No. 11, 12 and Adolph Meyer schools, at \$17,900, \$14,900 and \$15,899; A. G. Rose Union Indemnity Bldg., low bidder at \$26,555 for work at LaSalle school; bids referred to J. Schlosser, Supt. of maintenance.

Md., Charlotte Hall—Charlotte Hall School announced remodeling of buildings on campus will soon start.

Miss., Blue Mountain—Blue Mountain College, Dr. L. T. Lowrey, Pres., has completed plans by J. M. Spain, Millsaps Bldg., Jackson, for \$125,000 administration building, and by Walter R. Nelson, Shrine Bldg., Memphis, Tenn., for \$100,000 fireproof dormitory. 7-28

Miss., Crystal Springs—Copiah County Board of Education, J. P. Clower, Pres., considering sites for consolidated school building; \$150,000 bonds voted. 7-21

Miss., Senatobia—Board of Education soon have plans by Jones & Furbringer, Archts., 110 Porter Bldg., Memphis, Tenn., for \$50,000 additions to High School building; wing to contain 4 classrooms with study hall seating 100 and 1-story brick addition for grammar school. 6-30

Mo., Kansas City—Board of Education erect first unit of Marlborough School, 75th St. between Virginia and Tracy Aves.; 3 stories, 44x110 ft., 7 classrooms; Charles A. Smith, Archt., 800 Finance Bldg.

N. C., Greenville—Board of Trustees East Carolina Teachers' College, E. G. Flanagan, Chmn., receives bids Sept. 29 for following work: Erection of first unit of training school, additional dining room unit and new kitchen, power house machinery room and laundry, renovation of 2 dormitories; changes in and addition to central power plant, laundry and kitchen equipment, cold storage plant; separate bids for plumbing, heating, electric work and equipment; plans and specifications at offices Chamber of Commerce, Raleigh; Association of General Contractors, Latta Arcade, Charlotte, and George R. Berryman, Archt., Odd Fellows Hall, Raleigh; may be obtained from Archt.

Okla., Chickasha—State Board of Affairs, G. C. Wollard, Chmn., Oklahoma City, receives bids Sept. 14 for \$200,000 dormitory at Oklahoma College for Women; Layton, Hicks & Forsyth, Archts., Braniff Bldg., Oklahoma City. 8-18

Okla., Langston—State Board of Affairs, G. C. Wollard, Chmn., Oklahoma City, receives bids Sept. 14 for \$90,000 building, Colored Agricultural & Normal University; Guy C. Reed, Archt., Magnolia Bldg., Oklahoma City. -18

Okla., Norman—State Board of Affairs, G. C. Wollard, Chmn., Oklahoma City, receives bids Sept. 14 for \$500,000 library building at University of Oklahoma.

Okla., Tahlequah—State Board of Affairs, G. C. Wollard, Chmn., Oklahoma City, receives bids Sept. 14 for classrooms building and heating plant, Northeastern State Teachers' College; cost \$135,000.

Tenn., Knoxville—Board of Education, L. H. Spilman, Pres., will purchase site on Emoriland Ave. for new Arlington community primary school; approved \$5300, 2-room negro school at Mucktown; expend \$25,000 improving Bell House School, including addition of kindergarten, cafeteria and heating plant.

Tenn., Knoxville—City Council soon consider plans by Barber & McMurry, Archts., General Bldg., for additions to Mountain View and Bell House schools; Mountain View plans call for 2 classrooms, library, health room, teachers' room and gymnasium; also remodel exterior of existing building to conform with new addition and repair interior; 3 classrooms kitchen and cafeteria section, and kindergarten room in Bell House addition; enlarge present heating system. 9-1

Tenn., Lewisburg—Marshall County voted \$96,000 bonds for school purposes. Address County Board of Education. 7-21

Tex., Arlington—North Texas Agricultural College has completed plans by Eugene Elmer Davis, probably call for bids after Sept. 12 for \$100,000, 3-story, 140x60 ft. science building; reinforced concrete framework faced with brick. 7-28

Tex., Cedar Bayou—Cedar Bayou School District voted \$50,000 bonds for High School building; Harry D. Payne, Archt., 1915 Norfolk St., Houston.

Tex., Dallas—Shamburger Business College soon ask bids for new building at 5101 Columbia Ave., East Dallas.

Tex., Henrietta—Board of Trustees Henrietta Independent School District receives

bids Sept. 12 for \$60,000, brick and stone school building; 7 classrooms, study hall, administrative offices, combination auditorium-gymnasium; Voelcker & Dixon, Archts., Kahn Bldg., Wichita Falls. 7-14

Tex., Houston—Board of Education, H. L. Mills, Business Mgr., has following low bids on school equipment: Window shades for 8 schools, \$1992, Bickley Brothers, 710 Millam St.; steel lockers, \$5960, Berger Manufacturing Co., 720 McKinney St.; electric fixtures, \$1680, Superior Electric Co.

Tex., Longview—School Board selected Elmer G. Withers, Fort Worth, prepare plans for \$155,000 high school; bonds voted. 8-11

Tex., Sherman—Kidd-Key College, John Marshall, Chmn., Board of Trust, planning to erect \$75,000 heating plant early next year; Clyce & Rolfe, Archts., 306 Commercial Bank Bldg.

Va., Richmond—University of Richmond received gift of \$125,000 for erection of chapel for religious services, to be known as Henry Mansfield Cannon Memorial Chapel.

### Stores

Ga., Atlanta—Hillsman-Haygood, Inc., care S. T. Hillsman, 715 Penna. Ave. N. E., will lease building at 164 Peachtree St., remodel for jewelry store.

Ky., Owensboro—J. J. Newberry Co. has permit for remodeling Wile Bros. store room, Second and Allen Sts.; \$12,000.

La., New Orleans—Max Barnett Furniture Co., Inc., 541 Baronne St., opened bids for 9-story and basement furniture store building, cor. Carondelet and Lafayette Sts.; following low bidders: General R. P. Farnsworth & Co., Maritime Bldg., \$324,376; plumbing and heating, Korn Brothers, 1820 Baronne St., \$41,637; electric wiring, Bunn Electric Co., 835 Baronne St., \$10,778; sprinkler system, LaDew Casey Engineering Co., Southern Bldg., \$13,186; ventilating, Blattman-Weeser Sheet Metal Works, Inc., 1001 Toulouse St., \$3462; oil burning equipment, W. L. Baker Corp., 758 Baronne St., \$950; all bids under advisement; Weiss, Dreyfous & Selferth, Archts., Maison Blanche Bldg.; reinforced concrete foundation and framework; concrete wood, terrazzo and tile flooring; brick exterior, stone trim, 5 freight and passenger elevators, automatic sprinkler system, composition roof. 8-11

Mo., St. Louis—L. A. Knight, 115 Market St., leased property on Seventh near Market St.; will erect building.

N. C., Gastonia—Dr. L. N. Patrick excavating for \$15,000, 3-story, brick, 15x100-ft. building, Marietta St.

Okla., Oklahoma City—L. M. Rauch, 1301 W. 20th St., and D. G. Johnson, American Natl. Bank Bldg., erect \$37,000, 11-story building at 3100 N. Walker Ave.

Okla., Oklahoma City—Ernest C. Noffsinger, 1000 E. 8th St., soon let contract for \$18,000 store building; W. J. Laws & Co., Archts., First Natl. Bank Bldg.

Tenn., Johnson City—Sam R. Sells planning brick, 3-story room building in rear of Harr Bldg., at Roan and Main Sts.

Tex., Brownsville—Aldrich-Hielscher has plans in progress by E. G. Holliday, for \$21,000, 1-story, stucco and masonry store building.

## BUILDING CONTRACTS AWARDED

### Association and Fraternal

Okla., Konawa—Lodge No. 322, A. F. & A. M., let contract to J. W. Wilson, Maud, Okla., at \$19,395 for brick temple; non-fireproof, 2 stories, 50x140 ft., wood and concrete floors, built-up asphalt roof, concrete foundation; Albert S. Ross, Archt., 116½ E. Main St., Ada. See Want Section—Building Material and Equipment. 8-25

### Bank and Office

Ark., Morrilton—First State Bank let contract to Mosler Safe Co., 1026 Hibernia Bank Bldg., New Orleans, La., for vault equipment in connection with remodeling building for bank quarters; H. Ray Burks, Archt., Home Ins. Bldg., Little Rock. 7-14

Fla., St. Augustine—Peoples Bank for Savings awarded contract to Foley & Milane for remodeling building; cost \$40,000, Spanish type, cement and hollow tile, tea room on second floor; burglar alarm to O. B. McClintock Co., Minneapolis, Minn.; vault equipment, Franz Safe & Lock Co., 764 W. Bay St., Jacksonville, Fla.; electric fixtures, J. P. Warmick & Sons, Atlanta,

Tex., Houston—James Ruskin Bailey, Archt., 1606 Main St., complete plans in 2 weeks for remodeling ground floor of Bankers Mortgage Bldg., to be occupied by J. J. Sweeney Jewelry Co., 419 Main St.

Tex., Houston—James Bute Co., 1016 Texas Ave., owner of site at Fannin and Rusk Sts., reported, planning business building.

Tex., Lyford—Kenneth Wimer, San Antonio, contemplates erecting brick and tile business building.

### Theaters

Miss., McComb—Xavier A. Kramer purchased buildings at cor. Main and N. Broadway, will remodel for theater, drug store, etc.

Miss., Piquette—Lockett & Chachere, Archts., Balter Bldg., New Orleans, La., selected to prepare plans for 2-story, brick, fireproof 7-story office and theater building; theater 50x145 ft. and store rooms 120x75 ft.; composition roof, plastered interior, tile and wood floors, structural steel and iron work, sprinkler system, marble store fronts; ready for bids in 30 days.

Miss., Tupelo—M. Buchanan, Mgr. of Strand Theater, announced plans for improvements; also lease theater for colored people to be built on N. Spring St.

N. C., Burlington—Charles F. Finch will erect theatre building to be operated by Stevenson Theaters, Inc., S. S. Stevenson, Pres., Henderson.

Tex., Houston—Jesse H. Jones, Goggan Bldg., has permit for new basement and first floor in Old Capitol Theater, Main St.; reinforced concrete, hollow tile and brick; \$10,000.

### Warehouses

Fla., Miami—Collins Paving Co. erect \$10,000, 1-story, 50x200-ft. warehouse at McDonald Road and Coral Way.

Ga., Dublin—Georgia Warehouse and Compress Co. planning to erect 380x100-ft. tobacco warehouse.

La., Monroe—Bledenharn Realty Co. erect \$20,000, 1-story, brick warehouse on Walnut St.

Mo., St. Louis—Star Square Auto Supply Co., 1120 Locust St., erect \$70,000 warehouse at 3100 Locust Blvd.

Mo., St. Louis—Independent Plumbing & Heating Supply Co., 1119 Chestnut St., I. R. Goldberg, Pres., purchased property fronting 281 ft. on Market St., contemplates erecting fireproof warehouse and retail store.

Tex., Amarillo—Southwestern Bell Telephone Co., St. Louis, Mo., contemplates erecting material and supply warehouse at 1007 W. Fourth St.

Tex., Houston—Southern Pacific Lines, R. W. Barnes, Ch. Engr., erect \$25,000, 65x44-ft., steel and galvanized iron warehouse on Walnut St.

Tex., Wichita Falls—J. A. Kemp, City Nat. Bank Bldg., will erect \$45,000, 2-story, brick, 75x150-ft. building, 14th St. and Scott Ave., to be occupied as branch warehouse by Standard Sanitary Manufacturing Co., Bessemer Bldg., Pittsburgh, Pa.; Voelcker & Dixon, Archts., Kahn Bldg.

Ga.; F. A. Hollingsworth, Archt., City Building. 7-21

Ga., Rossville—National Yarn and Processing Co., reported, erecting office building. Lately noted under Tenn., Rossville.) 8-25

Miss., Jackson—Following sub-contracts let for \$450,000 Lampton Bldg. for First-Capitol Realty Co., on which plastering has started: Heating, Paine Heating Co., 127 S. State St., Jackson; plumbing, Robinson Bros. Plumbing Co., 214 W. Barr St., Pine Bluff, Ark.; wiring, Thompson Electric Co., 63 S. Third St.; weather strips, Chens Floor and Screen Co., 884 Adams St., both Memphis, Tenn.; fixtures, Edwin P. Guth Co., 2615 Washington St., St. Louis, Mo.; elevators, Shepard Elevator Co., 2425 Colerain Ave., Cincinnati, Ohio; Wilson Venetian blinds, Southern Builders Material Co., Inc., 821 Howard Ave., New Orleans, La.; elevator control, Boardman Elevator Control Co., 140 S. Dearborn St., Chicago, Ill.; elevator cabs and fronts, Tyler Co., Superior Ave. and E. 36th St., Cleveland, Ohio; hardware, Russell & Erwin Manufacturing Co., New Britain, Conn.; brick, W. G. Bush & Co., 174 Third Ave. N., Nashville, Tenn.; terra cotta, Atlanta Terra Cotta Co., Citizens and Southern Bank Bldg., Atlanta, Ga.; Claude H. Lind-



sley, Archt., Lamar Life Bldg., Jackson; Gardner & Howe, Struct. Engrs., Porter Bldg., Memphis; R. M. Stringer, Chemist (testing cement), Henry Memorial Bldg.; S. W. Leard, Contr., both Jackson. 9-1

N. C., Biltmore—S. Sternberg & Co. have steel and iron work contract for \$50,000 Biltmore-Oteen Bank; roofing and metal work, W. H. Arthur Co., 225 Patton Ave., both Asheville, N. C.; limestone, Bedford Cut Stone Co., Bedford, Ind.; structure brick and hollow tile, limestone trim, rubber tile and concrete floors, Barrett Specification roof; Wilson & Kane, Archts.-Engrs., 48 Haywood St., Asheville; foundation in. 8-25

Okla., Oklahoma City—Builders Exchange Building Co., J. B. Landers, Sec.-Mgr., Oklahoma Club Bldg., let contract to Reinhart & Donovan, Trades Nat. Bank Bldg., for \$775,000 Commerce Exchange Bldg., Grand and Robinson Aves.; 10 stories. 7-7

Tex., Houston—Houston National Bank let contract for \$750,000 fireproof bank building to Don Hall Construction Co., Cotton Exchange Bldg.; steel frame, concrete, terra cotta and Bedford stone exterior, granite base, 3 stories and basement, 105x115 ft., marble columns, vault, rubber tile flooring, acoustically treated ceilings, bronze cages; Hedrick & Gottlieb, Archts., Second Natl. Bank Bldg.; excavation also lately noted let to Don Hall. 9-1

Tex., Rio Hondo—Arroyo State Bank, John T. Lomax, Pres., let contract to L. W. Wheeler for brick and stucco bank building, site present structure.

Tex., San Angelo—Mission Memorial Co., E. E. Widner, Pres.-Mgr., let contract to J. W. Fuqua for office and rest rooms in connection with cemetery near San Angelo; cement, hollow tile, stucco, tile roof. 9-1

Va., Strasburg—Peoples National Bank completed foundation of \$25,000 building; concrete, steel and brick, 1 story, 40x70 ft., marble and wood floors, concrete foundation, slag roof; furnishings, equipment, etc., \$10,000; O. Harvey Miller, Archt., McLachlen Bldg., Washington, D. C.; work under supervision of foreman; all masonry to Seabright & Co., Winchester, Va. See Want Section—Building Materials and Equipment. 9-1

### Churches

Ark., Hot Springs National Park—Third Street Methodist Church let contract to J. D. Johnson for \$50,000 brick and stone building, Quapak and Grand Aves.; tile roof; auditorium and Sunday school accommodate 600 each; John P. Almand, Archt., Boyle Bldg., Little Rock. 4-7

Ark., Pine Bluff—Allen Temple Methodist Church, Colored, 12th Ave. and Virginia St., Rev. P. L. Johnson, Pastor, erect \$16,000 building; brick, 50x80 ft., auditorium seat 700; McGhee Realty Co., Contr., 2400 W. Second St.; razing present structure.

Ky., Lexington—St. Peter's R. C. Church, Rev. Wm. T. Punch, Pastor, started work on \$250,000 Romanesque type building, 141 Barr St.; stained glass windows; Crowe & Schulte, Archts., 2436 Reading Rd., Cincinnati, O.; W. T. Congleton & Co., Contrs., Third and Walton Sts.

La., Slidell—First Baptist Church, J. F. Polk, Chmn., Bldg. Comm., erect Rosa Liddle-Salmen Memorial Bldg. addition; J. R. Md., Baltimore—Hamilton Baptist Church remodel building, Harford Rd. and Echodale Ave.; Avon Construction Co., Contr., Harford Rd. and Taylor Ave.

Miss., Hazlehurst—First Methodist Church let contract to Currie & Corley, Raleigh, for \$50,000 building; plumbing and heating, Peters Heating Co., 121 S. President St., Jackson, \$3096; stone, stucco trim, fireproof doors; Claude H. Lindsley, Archt., Lamar Life Bldg., Jackson. 8-13

Miss., Kosciusko—First Presbyterian Church, Dr. D. C. Groves, Pastor, started work on addition.

Mo., St. Louis—St. Johns Lutheran Church, 3738 Morganford St., erect \$20,000 brick auditorium, 4233 W. Chippewa St.; 1 story, 62x121 ft., composition roof, steam heat; A. Stander, Archt., 6032 S. Kingshighway; M. C. Bartels, Contr., 4910 Gravois St.

N. C., Greensboro—Westminster Presbyterian Church let contract to A. F. Brooks, 415 Asheboro St., for \$20,000 addition to Sunday school; 3 stories, 28.6x30 ft. with 22x20-ft. 1-story wing; Harry Barton, Archt., Jefferson Standard Bldg. 7-21

Tex., Austin—First Methodist Church, R. W. Finley, Chmn. Bldg. Comm., let contract at \$103,000 to Crisman & Nesbit, Lansing Bldg., Dallas, to complete building; basement finished; brick, stone and concrete; Wyatt C. Hedrick, Inc., Archt., First Natl. Bank

Bldg., Fort Worth; Royal L. Thomas, Asso. Archt., Littlefield Bldg., Austin. 9-1

Tex., Cameron—Presbyterian Church let contract to C. W. Ennis, 1401 Dowling St., Houston, for \$35,000 brick, tile and frame building; 2 stories, 3600 sq. ft. floor space, wood floors, concrete foundation, Barrett roof; C. N. Nelson, Archt., 1017½ Eagle St., Houston.

Tex., Corpus Christi—First Methodist Church repair building; cost \$10,000; H. E. Woodruff, Contr.

Tex., Dallas—Oak Cliff Church of Christ, W. Tenth St. and North Van Buren Ave., Rev. W. L. Oliphant, Pastor, let contract for \$130,000 building to Lindsley-Munn Construction Co., S. W. Life Bldg.; brick, stone, steel and concrete, Gothic type; auditorium seat 1500; 4-story Sunday school in rear; T. J. Galbraith, Archt., Slaughter Bldg. 8-25

Tex., Lufkin—First Methodist Episcopal Church let contract at \$25,235 to Wm. A. Foster for Sunday school annex; 3 stories, 44x78 ft., wood floors, concrete foundation, built-up roof; Shirley Simons, Archt. See Want Section—Building Material and Equipment. 8-25

Tex., Marshall—First Baptist Church, Rev. S. H. Frazier, Pastor, let contract to J. J. Hardy for first unit of 4-story, 65x102-ft. building, S. Rusk St., rear present structure; also plans new auditorium.

Tex., San Saba—First Presbyterian Church, Rev. R. K. McCall, Pastor, let contract at \$13,805 to J. W. Patterson for brick building; 1 story and basement, concrete foundation, brick walls, Celotex and metal ceilings, edge grain pine floors, composition roof, steam heat; H. K. Kuehne, Archt., 826 Littlefield Bldg., Austin. 8-11

Va., Lynchburg—Rivermont Baptist Church, Colored, erect \$15,000 building, Fauquier and Pansy Sts.; contract let. Address The Pastor.

### City and County

La., Baton Rouge—City let contract at \$20,100 to C. B. Stewart for concrete swimming pool, City Park; contract at \$1110 to A. C. Stewart, Louisiana Ave., for 1-story concrete and frame pump house; low bid at \$30,167 from D. E. Chapman, Dougherty Bldg., for combined field and bathhouse under advisement; Louis A. Grosz, Archt., 206 New Raymond Bldg. 8-18

La., Lafayette—Following sub-contracts let on \$300,000 Lafayette County courthouse and jail, on which brick work is nearly completed and interior plastering started: Sheet metal, M. Monies & Son; electrical work, H. M. Sammons; cast stone, E. B. McNaspy, all Lafayette; lathing, I. M. Wood, Baton Rouge; metal partitions, J. R. Quaid, 808 Perdido St.; metal doors and windows, American Sheet Metal Works, 3323 Gravier St.; rein. steel, Ole K. Olesen, 922 Perdido St., all New Orleans, La.; rubber marble floors, David E. Kennedy, Inc., 250 W. 57th St., New York; millwork, Steves Sash & Door Co., 602 Monterey St.; roofing, Eagle Sheet Metal Works, 607 Nogalitos St., both San Antonio, Tex.; painting, W. A. George, 365 Bowie St., Beaumont, Tex.; Pyrobar partition tile, U. S. Gypsum Co., 205 W. Monroe St., Chicago, Ill.; misc. iron and bronze work, Price-Evans Foundry Corp., Anderson Ave., Chattanooga, Tenn.; Wm. T. Nolan, Archt., Canal-Commercial Bldg., New Orleans; General Contracting Co., Contr., 607-21 Nogalitos St., San Antonio. 2-10

S. C., Spartanburg—Williams Printing Co. Finch Hotel, has contract for office fixtures and equipment for \$30,000 Spartanburg Water Works building nearly completed. 4-7

Tex., Borger—City, Glen Pace, Mayor, started work on \$28,000 city hall.

Va.-Tenn., Bristol—City let contract at \$15,995 to E. S. Glover for jail and repairs to courthouse; steel, Twin City Boiler Works, at \$8300.

### Dwellings

Ala., Birmingham—Dr. J. T. Miller, 309 Thirty-ninth St., Ensley, erect brick veneer residence, Eighth Ave. near 15th St. West, by day labor; 2 stories, 32x36 ft., composition roof, cost about \$10,000.

Ala., Birmingham—D. O. Nickols, 960 Linwood Rd., erect \$12,000 residence; brick, 2 stories, 65x35 ft., slate roof; owner builds.

Ark., Fort Smith—Ceil R. Warner, Merchants Bank Bldg., let contract to Walter Vernon, Electric Park Addition, for brick veneer and stucco residence, Free Ferry Drive; 2 stories, 32x60 ft., oak floors, concrete and brick foundation, composition shingle roof; Chris Reichardt, Archt., 814 First Nat. Bank Bldg.

Fla., Cross City—S. Cheek completed foun-

dation for Denison interlocking tile and stucco residence; 7 rooms and bath.

Fla., Jacksonville—T. J. Bowen, 217 Adair Blvd., erect \$15,000 residence, Post St. near Rubel St.; 2 stories, brick veneer; Neal D. Evans, Contr., 216 Main St.

Fla., Jacksonville—D. B. Hamill, 2505 Riverside St., erect brick veneer residence, Avondale St. near Fitch St.; 2 stories, cost about \$10,000; Neal D. Evans, Contr., 216 Main St.

Fla., Jacksonville—C. M. Milburn, Route 4, Box 653, erect \$10,500 brick veneer residence, Seminole Rd. near Park St.; 2 stories; R. R. Rogers, Contr., 1403 Barnett Bldg.

Fla., Jacksonville—L. M. Rhodes, 204 St. James St., erect \$10,000 residence, Devonshire St. near Euclid St.; 1 story, brick veneer; owner builds.

Ky., Louisville—John Furey, 1121 Garvin Place, let contract to Will Otte, 1926 Alfresco Place, for \$10,000 residence, 4911 Southern Pkwy.; 2 stories, composition shingle roof. 9-1

La., New Orleans—P. J. Derbes, 730 Perdido St., erect \$13,000 residence, Canal Blvd. near Walker Ave.; 38x50 ft., tile and gravel roof; Chas. S. Young, Contr., 714 Volain St.

La., New Orleans—Theo. P. Marquis, 1901 General Taylor St., erect \$10,000 duplex, Heaton and Eagle Sts.; Wm. L. Donnels, Contr., 606 Common St.

La., New Orleans—Geo. W. Charlton, 1001 Webster St., receives sub-bids Sept. 10 on plumbing, wiring, brick work and asbestos roofing for residence under constr., Upperline St. near Miro St.

La., Shreveport—J. C. Simon, 1165 Janther St., erect 2 dwellings, 1128-36 Janther St., Salisbury Park subdivision; 1 story, brick veneer; Peyton & Johnson, Contrs.

La., Shreveport—Harper L. Crow, Hutchinson Bldg., erect \$10,000 residence and garage, 240 Forest St.; 2 stories; C. A. Collins, Contr., Hutchinson Bldg.

Md., Baltimore—Wm. M. Leonard erect \$40,000 brick residence, Warrenton and Rugby Rds.; 3 stories, 69x115 ft., slate roof, hot water heat; Buckler & Fenhagen, Archts., 325 N. Charles St.; Thos. Hicks & Son, Contr., 106 W. Madison St.

Md., Baltimore—John Welsh, 11 E. Fayette St., erect 16 dwellings, University Place, Timanus, Penhurst and Kingston Aves.; 1½ and 2 stories, 16x45 and 24x28 ft.; total cost \$45,000; Geo. Wessel, Archt., 601 W. 40th St.; owner builds.

Md., Baltimore—Wm. S. Morris erect 2 frame dwellings, S. W. side Maple Ave. S. of Harford Rd.; 1½ stories, 26x28 ft. shingle roofs, hot water heat; total cost \$10,000; Fred Keller & Son, 77 E. Echodale Ave., Archts.-Contrs.

Md., Baltimore—Allen P. Miller, 766 E. 36th St., and others erect 3 frame dwellings; and garages, S. W. side Forest Ave. W. of Harford Ave.; 2 stories, 22x25 ft. and 10x16 ft., shingle roofs, steam heat; total cost about \$10,000; owner builds.

Md., Baltimore—National Engineering and Contracting Corp., 1601 Hearst Tower Bldg., erect 12 brick dwellings, N. W. cor. Lauretta and Evergreen Aves.; 2 stories, 14x42 ft., steam heat; total cost \$24,000; L. Menefee, Archt., Beacon Hill Rd., Woodlawn; owner builds.

Md., Baltimore—John H. Otto, 5023 Tioga Ave., erect 3 brick dwellings, N. E. side Glendale Ave. E. of Harford Rd.; 1½ stories, 22x32 ft., shingle roofs, hot air heat; total cost about \$10,000; Edgar O. Bauer, Archt., Furley Ave.; owner builds.

Mo., Boonville—H. M. Brown erect 3 bungalows, E. Locust St.; Fred Haas, Contr.

Mo., Boonville—Fred Haas, Fred Henger erect 9-room duplex, E. Locust St.; Fred Haas, Contr.

Mo., Kansas City—Abernathy Investment Co., 73d St. Terrace and Wyandotte St., erect 5 frame dwellings, W. 74th St. Terrace; 1 story, 22x46 ft.; total cost \$15,000; owner builds.

Mo., St. Louis—C. J. Gerling, 1508 Kienlen St., erect 42 brick dwellings, 1200 block Gimblin St.; 1 story, 25x32 ft., composition shingle roofs, hot-air heat total cost \$168,000; W. Reese, Archt., 7127 Northmoor St.; owner builds.

Mo., St. Louis—R. J. Noonan, 2400 N. Broadway, erect 4 brick dwellings, 1615-21-27-33 Grape St.; 2 stories, 28x37 ft., composition shingle roofs, hot-air heat; total cost \$16,000; G. Becker, Archt., Ferguson; W. B. Sommers, Contr., 5733 Kingshighway Blvd.

Mo., St. Louis—W. L. Wickham, 4219-A

Red Bud St., erect 2 brick dwellings, 4609-73 Kossuth St.; 1 story, 27x46 ft., slate surfaced asphaltum shingle roofs, hot-air heat; total cost \$10,000.

Mo., Webster Groves, St. Louis—C. E. Heath, 7018 Dartmouth St., University City, erect 4 frame bungalows, 601-07 Lilac St.; 1 story, 4 rooms and bath, 18x42 ft.; total cost \$16,000; Clem F. Schmitz, Contr., 1612 Big Bend Rd., Richmond Heights.

N. C., High Point—Chas. Ragan, 318 Hamilton St., erecting \$12,500 brick veneer residence; 2 stories, oak floors, Buckingham slate roof; Raleigh James Hughes, Archt., American Bank Bldg., Greensboro; R. K. Stewart & Son, Contrs., 315 Comm. Bank Bldg.; roofing, E. P. Jacobs & Son, Centennial Ave., both High Point; misc. iron, Salem Steel Products Co., Varga Ave., Winston-Salem, N. C.; millwork, P. Miller Manufacturing Co., Seventh and Stockton Sts., Richmond, Va. 8-25

S. C., Anderson—Orr Cotton Mills erect 6 six-room and 19 four-room dwellings; plastered, composition roofs, electric wiring and plumbing; total cost \$40,000; plans by owners; Townsend Lumber Co., Contr., Anderson.

S. C., Marietta—S. Slater & Son, Inc., let contract to Townsend Lumber Co., Anderson, for 20 three-room, 20 five-room and 60 four-room dwellings; asbestos shingle roofs, plastered; total cost \$160,000; plumbing in general contract; J. E. Sirrine & Co., Engrs., Greenville. 9-1

Tenn., Memphis—Mike Plesofky, 118 Beale St., erect 3 duplexes, 704-08-12 Lewis St.; brick veneer, 1 story, 4 rooms, oak and pine floors, composition shingle roofs, garages; total cost \$10,000; T. A. Moore, Contr., 649 S. Lauderdale St.

Tenn., Memphis—J. D. Scott, 308 Empire Bldg., erect 4 dwellings, Raynor Ave. near South Parkway; 1 story, 5 rooms, wide siding; total cost \$15,000; owner builds.

Tenn., Memphis—F. C. Storey, 516 Dermon Bldg., erect brick veneer residence, 819 Garland Ave.; cost about \$10,000, 1 story and basement, 8 rooms, oak floors, composition shingle roof, tile bath, hot water heat, garage; Home Builders Corp., Contr., Dermon Bldg.

Tex., Amarillo—Frank Wolfen, Amarillo Bldg., erect Italian type residence, Wolfen Estates; hollow terra cotta block and stucco, 2 stories, L shape, 2 baths, Italian tile roof, tile loggia; garage and servants quarters; Thomson & Swaine, and S. W. Carrington, Archts., both Construction Industries Bldg., Dallas; Walter Whitley, Contr., 3009 Knox St., Dallas.

Tex., Dallas—C. M. Abbott, Athletic Bldg., erecting duplex, 4112-14 Hawthorne St.; 14 rooms, cost about \$10,000.

Tex., Henrietta—L. B. Hapgood started work on concrete foundation for 1-story ranch house about 5 miles from Henrietta on Wichita Falls-Fort Worth highway; Colonial farm type, wood paneled walls in living and dining rooms; electric plant, water pressure and sewage disposal system; reversible air heating system; Sorey & Vahlberg, Archts., Braniff Bldg., Oklahoma City, Okla., and Wichita Falls.

Tex., Houston—C. J. McCarthy erect \$12,000 residence and garage, Oakdale St., Riverside Terrace; 2 stories, 6 rooms, brick veneer; J. E. Herbert, Archt.; Henry H. Yates, Contr., Humble Bldg.

Tex., Houston—John W. Stapler, 3711 Mt. Vernon St., framing \$13,000 brick veneer residence, 2108 Sunset Blvd., Southampton Place; 2 stories, 34x45 ft., oak floors, cedar shingle roof; Wiley, Witte & Fleming, Archts.; Witte Construction Co., Contr., both Kirby Bldg. 9-1

Tex., Quitaque—Jim Dye, Mgr., City Shoe Shop, erect 5-room and bath residence; W. A. Palmer, Contr.

Tex., San Antonio—R. F. Mullineaux, Bldrs. Exchange Bldg., erect frame and stucco residence, Whittier and Kinney Sts.; 1 story, concrete foundation; Emmett T. Jackson, Archt., Bldrs. Exchange; V. L. Rasmussen, Contr., 560 E. Cincinnati St.

Tex., San Antonio—Davidson & English, 611-12 Brady Bldg., erect 50 dwellings, in addition to 18 under roof and 10 with foundations completed; cost \$10,000 each; brick veneer, 1 and 2 stories, 32x45 ft., rein. concrete foundation; plans, engineering and constr. by owner. See Want Section—Building Material and Equipment. 8-25

Tex., Wichita Falls—Gordon West, 1411 Grant St., started work on frame residence, Culbertson Addition; 1 story, 70x72 ft.; Pate & Thompson, Archts., City Nat. Bank; D. H. Whitehill Construction Co., Contr., 2010 Fifth St.

### Government and State

Okla., Pauls Valley—State Board of Public Affairs, G. C. Wollard, Chmn., Oklahoma City, let contract at \$38,975 to Luke & Nelson for building work at reformatory; J. B. White, Archt., Ardmore. 6-9

S. C., Timmonsville—C. Ray Smith let contract to W. R. Hancock, West Palm Beach, Fla., for \$10,000 building to be leased to Government for post office; Spanish type, stucco, 39x60 ft. plate-glass front; use foundation of present bldg.

Tex., Corsicana—Huey & Philp Hardware Co., 1029 Elm St., and Briggs-Weaver Machinery Co., 307 N. Market St., both Dallas, have contracts for manual training machinery for Corsicana Orphans Home. 7-7

Va., Fort Humphreys—Following contracts let for 6 barrack buildings, etc., Fort Humphreys, cost \$600,000: Plumbing and heating, W. F. Gerhardt Co., 1906 Broad St.; millwork, sash and doors, Miller Manufacturing Co., 600 Stockton St., both Richmond; electrical work, Michaels & Co., Board of Trade Bldg.; roofing and sheet metal, Norfolk Sheet Metal Works, 415 W. 23rd St.; misc. iron and steel, Hall-Hodges Co., Inc., Citizens Bank Bldg.; limestone, Consolvo & Overmyer, 22nd St.; framing lumber, Elizabeth River Lumber Co., Bank of Commerce Bldg., all Norfolk, Va.; sand and gravel, Massaponax Sand & Gravel Co., Fredericksburg, Va.; mastic floors, Hackmeister-Lind Chemical Co., Pittsburgh, Pa.; brick, R. W. Payne & Sons, Drakes Branch, Va.; cement, Atlas Portland Cement Co., Franklin Trust Bldg., Philadelphia, Pa.; building tile, Whitacre-Greer Fireproofing Co., Waynesburg, O.; roofing slate, Vendor Slate Co., Easton, Pa.; R. R. Richardson & Co., Inc., Gen. Contrs., Nat. Bank of Commerce Bldg., Norfolk, and Fort Humphreys; plastering and cast stone not let. 7-14

### Hospitals, Sanitariums, Etc.

La., Monroe—Drs. Vaughn, Wright & Bendell, all Ouachita Bank Bldg., let contract at \$14,775 to J. H. Leveck & Sons, Glover Bldg., Little Rock, for clinic; rein. concrete, steel, face brick, stone trim, fireproof, 3 stories and basement, 55x110 ft., pile foundation composition roof, marble and tile work, kalamelin doors, steel sash, 1 electric elevator, Venetian blinds; J. W. Smith and Associates, Archts., Ouachita Bank Bldg. 8-25

Md., Sykesville—Following contracts let for 2 epileptic colony dormitories, cost \$160,000, Springfield State Hospital: Fire escapes, steel and orna. iron, McNeill Ornamental Iron and Construction Co., 400 E. Cross St.; rein. steel, Dietrich Bros., 220 Pleasant St.; brick, C. Fred O'Connor, Jr., 100 N. Liberty St.; stone, Benedict Stone Company, Montford Ave. and Boston St.; Henry P. Hopkins and Allan Burton, Archts., 347 N. Charles St.; Van A. Saxe, Engr., Knickerbocker Bldg.; North-Eastern Construction Co., Contr., Lexington Bldg., all Baltimore. 8-18

Mo., Macon—Sam Ellis has wiring contract at \$3876 for \$75,000 Samaritan Hospital; Ludwig Abt, Archt., Riegel Bldg., Moberly; Henry Brandes, Contr., Macon. 8-25

Mo., Mount Vernon—Missouri Tuberculosis Sanatorium, W. J. Bryan, Supt., let contract to J. W. Lehr Construction Co., 1712 Frederick St., St. Joseph, for \$40,000 building for negroes; Geo. Eckel, Archt., St. Joseph. 8-25

Tex., Brownwood—Medical Arts-Hospital Corp. let contract at \$70,000 to C. D. Horton, 913 Taylor St., Fort Worth, for Medical Arts-Hospital; soon start work; brick and frame, 3 stories oak and tile floors, concrete foundation; furnishings, equipment, etc., \$30,000; J. B. Davies & Co., Archt.-Engr., 1308 Hemphill St., Fort Worth. See Want Section—Building Material and Equipment. 9-1

Tex., Sanatorium—State Board of Control, Dr. H. H. Harrington, Chmn., Austin, let contract for dormitory and remodeling administration bldg., State Tuberculosis Sanatorium, to Ramey Bros., First Natl. Bank Bldg., El Paso; plumbing and heating, Cullyford Plumbing and Heating Co., 512 Taylor St., \$8940; wiring, Broome Electric Co., 102 W. Sixth St., \$3874, both Amarillo; elevator, Otis Elevator Co., 11th Ave. and 26th St., New York, \$6930; cost \$80,000, rein. concrete frame and walls, 2 stories; Phelps & DeWees, Archts., Gunter Bldg., San Antonio. 8-18

### Hotels and Apartments

Fla., Jacksonville—Dr. Carl J. Baumgartner erecting \$115,000, 2-story, 24-apartment building at Sidney St. and Willowbranch Ave.; tile and concrete, red face brick, refrigeration units, gas stoves; plans by Leonard P. Botting, Archt., 1017 E. 38th St., Brooklyn, New York, and H. Robbins Burroughs Co., Engrs., 70 E. 45th St., New York, represented by George Groesback, Penin-

sular Bldg.; Hearn Construction Co., Contrs., Lutz Bldg. 9-1

Fla., Miami Beach—Otto Schilling let contract to William S. Green for \$40,000, 2-story, Spanish type, 12-apartment building, Meridian Ave. and 14th St.; reinforced concrete with steel columns and beams; Henry J. Moloney, Archt., 262 Flagler St. 8-4

Fla., Stuart—M. P. Payette and Matt Gehndorf erecting 4-family apartment house, St. Lucie Estates; each have 6 rooms and bath; Robb Construction Co., Contrs.

Ky., Danville—Gilcher Hotel, Thomas Parks, Mgr., add 33 new rooms and extend present dining room; A. W. Walker, Contr.

Mo., St. Louis—V. Adamock let contract to G. A. Ruel, 51 Aberdeen Pl., for \$14,000, 3-story, 66x37 ft. stores and tenement, 5118-20 Thekla and 5008 Ruskin Sts.; hot-water heat, gravel and paper roof; H. Barlow, Archt., 923 Cornell St.

Mo., St. Louis—May Building and Investment Co., 808 Chestnut St., erect three 2-story brick 24x47 ft. tenements 5040-54 Chipewa St.; \$23,400, asphalt shingle roofs, hot water heat; owners build.

Mo., St. Louis—P. Hampel, 6064 Wanda St., erect two 2-story, brick, 19x50-ft. tenements, 5423-5 Gertrude St.; \$10,000, composition roofs, hot air heat; owner builds.

N. C., Marshall—John G. Ramsey erecting 30-room, brick third-story addition to Ramsey Boarding House.

N. C., Winston-Salem—Pilot Building Co., Inc., Box 1330, will erect \$50,000, 12-family apartment building. See Want Section—Building Materials and Equipment.

Okla., Oklahoma City—H. E. Mussow, 41 East 13th St., excavating for \$75,000, 16-apartment building, N. W. cor. Walnut Ave. and E. 13th St.

S. C., Columbia—Baron & Wilson, Proprs. of Jefferson Hotel, started extensive improvements.

Tex., Houston—Milby Hotel, Texas Ave. and Travis St., expending \$60,000 for remodeling.

Tex., Houston—Dalton Hooper let contract to A. E. Olson & Bro., 1519 Main St., for \$22,000, 2-story, brick veneer, 4-apartment house at 1428 Pearson St.; asbestos shingle roof, 5 rooms and bath each. 9-1

Tex., Houston—F. L. Perkins, State Natl. Bank Bldg., let contract to A. E. Olson & Bro., 1519 Main St., for \$14,000, 2-story, brick veneer, 4-apartment house and garage at 606 W. Gray St.; 4 rooms and bath each. 9-1

Tex., Houston—Spencer & Allison Co., care E. R. Spencer, 5214 McCormick St., erecting \$20,000, 2-story, brick veneer, 35x50 ft., 4-apartment building with garage, 5715 Telephone Rd.; hardwood floors, concrete foundation, tar and gravel roof; plans and construction by owners. See Want Section—Building Material and Equipment. 8-25

### Miscellaneous

Tex., Houston—Metropolitan Club, John F. Minton, Sec., 903 1/2 Holman Ave., erecting \$100,000, 1-story, 125x80 ft. building at S. E. corner Richmond and Yupon Sts.; David Duller, Archt., Second Natl. Bank Bldg.

W. Va., Wheeling—Don J. Byrum, 37 Locust Ave., Lenox, received contract for 2-story, Colonial type, brick and Indiana limestone trim Home for Aged Men on Warwood Ave., provided in will of late John M. Brown; heating and plumbing to H. E. Neumann Co., 1508 Market St.; electric wiring, Erb Electric Co., 1414 Eoff St.; contain 26 sleeping rooms, reception room, dining room, serving room and kitchen, lounging room, etc.; trustees of fund are officers of Security Trust Co.; Faris & Faris, Archts., 1117 Chapline St.

### Railway Stations, Sheds, Etc.

Tenn., Memphis—Gauger-Korsmo Construction Co., Fidelity Bank Bldg., received contract for extension of Grand Central Railway mailing station; 60 ft. long, 16 ft. wide on first floor and 55 ft. on upper; Floyd R. Mays, Chmn. board of control.

### Schools

Ala., Birmingham—Birmingham-Southern College, Dr. Guy E. Snively, Pres., let contract to J. F. Holley Construction Co., 817 19th St., for \$250,000 Munger Memorial Building; sub-contracts let to Tully Plumbing and Heating Co., 2612 Second Ave. N., and Alabama Supply Co., 831 N. 20th St. (Plumbing); Miller & Martin, Archts., Title Bldg. 6-2

Ala., Mobile—Leahy and Landry, 75 St. Michael, received contracts for installation of plumbing at Washington and Emerson schools for negroes, and new Baker school, at \$1638, \$1500 and \$1710.



Ala., Spring Hill—Springhill College, Very Rev. Joseph M. Walsch, Pres., renovating Yenni Hall, for Chemistry Dept.; \$20,000, 3 stories, wood and concrete floors; Hutchinson, Holmes & Hutchinson, Archts., Peoples Power Bldg.; Jett-Quill Construction Co., Contrs., Bank of Mobile Bldg., both Mobile. 9-1

Ga., Adel—Sparks-Adel Consolidated School District Trustees started work on 7-room grammar school in Sparks and 12-room high school between Adel and Sparks; 1½ and 1 story, composition shingles and asphalt roofing, concrete foundations, maple floors, brick and joist construction, 2-pipe steam heat; R. N. McEachren, Valdosta, received contract at \$57,500; Daniell & Beutell, Archts., 307-9 Healey Bldg., Atlanta. 8-4

Ga., Sparks—See Ga., Adel.

Ky., Ashland—Rust Engineering Co., 311 Ross St., Pittsburgh, Pa., let following sub-contracts on \$86,000, 58.6x170.2 ft., brick, steel frame and concrete school: Structural steel and ornamental iron James J. Weiler & Sons, 202 Elm St.; marble and tile work, King and Peterson Co., 539 Sixth Ave., both Huntington, W. Va.; brick work, Charles Kinstrey, Charleston, W. Va. 8-18

Miss., Jackson—Belhaven College let contract to Garber & Lewis, on cost plus basis, for 3-story, Colonial type building in 3 units, to replace buildings burned; dining hall unit to be built at once, administration building to be started immediately after; Claude H. Lindsley, Archt., Lamar Bldg. 8-18

Mo., Forbes—Board of Education let contract to R. W. Alford & Co., 2807 Sylvania St., St. Joseph, for \$18,000, 5-classroom and auditorium, 46x85-ft. school building; plumbing to Oregon Plumbing & Heating Co., Oregon, Mo.; electrical work, Karrasch Electric Construction Co., 1119 Frederick St.; E. Gray Powell, Archt., 1122 Powell St., all St. Joseph.

N. C., Charlotte—Mecklenburg County Board of Education let contract to J. D. Foard & Son, 1013 S. Caldwell St., at \$18,000 for additions to Huntersville and Cornelius schools. 8-18

N. C., Greensboro—Guilford County Board of Education, Prof. T. R. Foust, Supt., let contract to Burns-Hammond Construction Co. at \$16,858 for addition to Summer School, Summer Township; heating to W. W. Dick, \$2774; plumbing to Crutchfield Co., \$1480; Harry Barton, Archt., Jefferson Bldg.

Okla., Cache—Board of Education let contract to Ganghoff Construction Co., Anadarko, at \$15,000, for school addition; P. H. Weathers, Archt., Oil Exchange Bldg., Oklahoma City.

Okla., Durant—Southeastern State Teachers' College let contract to H. W. Underhill Construction Co., Braniff Bldg., Oklahoma City, at \$119,960, for library building; Sorey & Vahlberg, Braniff Bldg., Archts., Oklahoma City. 7-7

Okla., Hennessey—Board of Education let contract to Stanley Carman, Ardmore, for \$50,000 High School building; Tonini & Bramblett, Archts., 416½ W. Main St., Oklahoma City. 6-9

Tenn., Nashville—Rock City Construction Co., 150 Fourth Ave., let following sub-contracts on Biology Building, Physics Building and Liberal Arts Building, at Vanderbilt University, care Chancellor James H. Kirkland: Water cooling system, John Bouchard & Sons, 1024 Harrison St.; brick and tile work, Fulcher & Poyner, Cotton States Bldg.; plumbing work, Gowans Hailey Co., 167 Second Ave. South; electrical work, Herbrick & Lawrence, 607 Church St.; cut stone, D. Y. Johnson Cut Stone Co., Argyle Ave.; reinforcing steel, Wilson-Weesner-Wilkinson Co., 108 Fatherland St.; elevators, Otis Elevator Co., 113 Fifth Ave. N.; sand, gravel and cement furnished by T. L. Herbert & Son, 174 Third Ave. N., all Nashville; metal sash, Detroit Steel Products Co., 2250 E. Grand Blvd., Detroit, Mich.; plastering, G. W. Lewis, Nashville and Memphis; excavation, concrete work and probably roofing will be done by Gen. Contrs.; begin pouring concrete foundations this week, cut stone and brick work to begin in 2 weeks; Henry C. Hibbs, Archt., American Trust Bldg. 7-23

Tex., Alvin—Board of Trustees Alvin Independent School District let contract for 2-story, frame, 32x44 ft. school building.

Tex., Brenham—Board of Trustees Brenham Independent School District, J. L. Chapell, Sec., let contract to J. R. Nix for colored school building.

Tex., Brownsville—Board of Education, F. E. Stark, let contract to Walsh & Burney, 923 N. Flores St., San Antonio, at \$220,300, for 2-story, brick, reinforced concrete, stone trim Junior College building; plumbing and wiring to Putegnath Hardware Co., \$31,754; Phelps & Dewees, Archts., Gunter Bldg.;

Atlee B. & Robt. M. Ayres, Asso. Archts., Bedell Bldg., both San Antonio. 8-11

Va., Clarendon—Arlington Tile and Marble Co., care Howard A. Smoot, Arlington, received contract for furnishing 150 bathrooms, tiling swimming pool, tiling dining room, all fireplaces, and for marble for porches of \$500,000 girls' school to be conducted by Sullins College, Dr. W. E. Martin, Pres., Bristol; C. B. Kearfoot, Archt.; H. McDonald, builder, both Bristol. 3-31

W. Va., Martinsburg—Luther H. Caskey received contract for Barrett built-up roof, skylights and all ventilators, on \$310,000 High School under construction by C. Harrison Smith, Contr., Robson-Prichard Bldg., Huntington. 5-26

## Stores

Fla., Orlando—Yowell-Drew Co., N. P. Yowell, Pres., Orange Ave., rebuild balance of fourth floor; work in charge of G. E. Krug, Orlando, and E. Paul Behles, New York, Archts.

Ga., Gainesville—Fiske-Carter Construction Co., Masonic Temple Bldg., Greenville, S. C., erecting 1-story, 82x76 ft., brick store building for Chicopee Mfg. Corp. of Ga.; tar concrete floors, concrete foundation, asbestos roof; J. E. Sirrine & Co., Archts.-Engrs., Greenville. 9-1

La., Opelousas—George Abdalla let contract to St. Landry Lumber Co., for 1-story, 55x45 ft., brick, fireproof business building on Bellevue St.; T. G. Chachere, Archt.

La., Shreveport—Italia Moderna erect \$17,000, 2-story, brick business building at 1600 Pierre Ave.; V. L. Campisi, Contr., First Natl. Bank Bldg.

Miss., Gulfport—W. H. Kite let contract to Fred Rea for 2-story, stucco store and apartment building at Second St. and Thornton Ave.; J. H. Wallis, Archt.

Mo., St. Louis—J. Rathheim, 5810 S. Kings-highway, erect \$18,000, 2-story, brick, 145x60 ft. store and dwelling at 5836-50 Macklind St.; composition roof; Saum Architects, Builders-Archts., 713 Chestnut St.

Mo., St. Louis—Arsenal Watson Co., 3358 N. Union St., erect \$20,000, 2-story, brick store and tenement at 6201-7 Arsenal and 3050-4 Clifton Sts.; asphalt roof, steam heat; owner is Archt.-Builder.

N. C., Kinston—Mrs. Alice Hunter, 104 Caswell St., let contract to Jones Bros. & Co., 203 Planters Bank, Wilson, for store and office building; wiring to Kinston Electric Co., North Queen St.; heating and plumbing to W. E. Bailey & Bro.; Benton & Benton, Archts., Fidelity Mutual Bldg., Wilson. 8-25

Okla., Hobart—Mabel J. Brown, 315 Randlett St., erecting \$20,000, 2-story, 50x147-ft., brick building, Main St.; Stone & Johnson, Contrs.; same Contrs. also erecting another brick building. See Want Section—Building Materials and Equipment. 8-25

Okla., Oklahoma City—C. E. Huffman & Son, Contrs., 224 W. 23d St., let following sub-contracts on Robert Scott store building: Millwork, Tibbs Dorsey; brick, United Clay Products Co., 218 N. Harvey St.; steel, J. B. Klein Iron and Foundry Co., 1006 W. 2d St.; stone, Davis Stone Co.; heating and plumbing, O. M. Gabey, 1309 N. Broadway; wiring, Oklahoma Electric Supply Co., 209 W. First St.; painting, A. Holaday, 33 E. G St.; Tonini & Bramblett, Archts., 416½ W. Main St.

Tex., Beeville—Mrs. Jennie Dugat let contract to Mitchell Construction Co., 311 Builders Exchange Bldg., San Antonio, for 2-story, 25x60-ft., concrete frame, brick and hollow tile business building; Will N. Noonan Co., Archts., Builders Exchange Bldg., San Antonio.

Tex., Bryan—G. S. Parker Lumber Co. let contract to Ole Martinsen for \$12,500, 40x150 ft., 1-story, brick business building on Main St., leased by W. D. Lawrence.

Tex., Dallas—Joe Lomonaco, 2000 Hall St., let contract to Kirlicks & Pinto, Liggett Bldg., for 2-story, brick, 3-store and 2-apartment building at Hall and Cochran Sts.; F. J. Woerner & Co., Archts., Central Bank Bldg.

Tex., Edinburg—Valley Masonry Co., A. A. James, Mgr., received contract for masonry work on Geisen store and apartment building under construction by A. J. Ross Construction Co.; A. H. Woolridge, Archt., McAllen.

Tex., Houston—Hubbard Construction Co., 1507 Shepherd St., has contract for remodeling Capitol Theater at 719 Main St. for store; \$20,000; Alfred C. Finn, Archt., Bankers Mortgage Bldg.

Tex., South Plains—A. B. Brown, Pres., First Natl. Bank, erecting five 1-story, brick and tile business buildings; electric work, J. T. O'Hearn, Lockney; E. D. Smalling, Contr., Lorenzo; walls nearly up. 8-25

Va., Norton—Joe Nard laying foundation for 3-story, brick business building; Jim Nard start work this week on 2-story, brick business building.

## Theaters

Fla., Sulphur Springs—S. E. DeRosier let contract to Paul Laverenty, Tampa, for brick theater building on Nebraska Ave.

N. C., Lumberton—Lumberton Theater Co. let contract to U. A. Underwood, Inc., Murch Bldg., Wilmington, for \$65,000, 1-story with balcony and gallery, brick and terra cotta theater building; concrete floors and foundation, built-up roof; Stiles S. Dixon, Archt., Fayetteville. 7-14

N. C., Shelby—Enos Beam leased store room on S. Lafayette St., remodeling interior for motion picture theater.

Tex., Houston—Abe Silverberg, 215½ Main St., remodeling Ideal Theater, to be renamed the Zoe; new equipment, scenery, etc.

## Warehouses

La., New Orleans—A. S. Chevls, 1136 Carondelet St., received sub-contract at \$8267, for installing plumbing, heating, etc., in 2-story, reinforced concrete, brick and steel fruit warehouse on Front St., for which G. E. & E. E. Reimann Co., Ltd., Maritime Bldg., has general contract; M. L. & T. R. R. and Steamship Co., care R. W. Barnes, Ch. Engr., Southern Pacific Bldg., Houston, Texas, owners. 7-14

Tex., Ranger—Walker-Smith Wholesale Grocery Co. soon start work on brick, fireproof, 80x100 ft. building.

Tex., San Saba—W. J. McConnell & Sons erecting 30x80 ft. warehouse.

Va., Suffolk—J. Webb Pliner erecting 2-story, brick and steel, 125x160 ft. peanut storage warehouse, Hall Ave. and Norfolk and Western Rwy.; James Oliver, Contr.

## Fine Charts of Moore Dry Kiln Co.

A fine issue of Moore Facts, a publication of the Moore Dry Kiln Company, Jacksonville, Fla., and Portland, Ore., contains large and exceedingly comprehensive charts on moisture content, humidity and dew point. These charts are on a single broadside, which can be put on a wall for ready reference. The calculations in them were made and compiled by John E. Schmidt, kiln operator at the Hammond Lumber Company plant, Samoa, Cal. Directions for using them are given. Many other facts concerning kiln drying of lumber are printed in this superior issue, which is bountifully illustrated. The data in the charts simplify kiln operation and provide an easy and accurate method for determining the moisture content of lumber.

## "Southern Kraft" for Fertilizer Bags.

The Southern Kraft Manufacturers' Association, New Orleans, La., has published a small folder printed on Southern Kraft paper, which tells about a new fertilizer bag that delivers its contents always in good condition. It is stated that this bag has a lining of "Southern Kraft" joined to the bag by a coating of asphaltum, thus making an acid-proof and leak-proof package. This prevents trouble from either dampness, dirt or disintegration. This particular paper referred to is made by mills ranging from Richmond, Va., to Orange, Texas, and from the wood of Southern pine trees, which is converted into pulp by an alkaline process called "sulphate."

## Two Novo Pumps Folders.

The Novo Engine Company, Lansing, Mich., have issued two finely illustrated folders, one of them relative to the 61-O Novo Diaphragm Pump, with capacity of 10,000 gallons per hour, and the other to the new Novo Fluid Oil Pressure Pump. The first of these pumps is claimed to be suited for every water-lifting requirement from 50 to 10,000 gallons an hour, and the second is described as the latest and greatest advancement in pressure-pump design, giving steadier, surer water for 10 feet or 10 miles.

# WANT SECTION

## THE CLASSIFICATIONS IN THIS SECTION ARE:

Machinery and Supplies	Building Materials and Equipment	Bids Asked
Under this heading are reported requests for data, prices and literature and information on machinery, supplies and miscellaneous materials of a wide variety.	This division comprises all classes and kinds of materials and equipment used in building and construction projects of every kind.	Includes bids asked by U. S. Government, States, districts, municipalities, firms and individuals for machinery, materials, supplies and construction work.
Items in this department are published without charge and these columns are open for the publication of wants of all kinds relating to construction work, machinery, materials and supplies.		

### Machinery and Supplies

**Air Compressor.**—Jos. S. Potts, Jr. & Co., Box 182, Richmond, Va.—Wants Deisel driven air compressor unit consisting of 1200 foot multi-stage air compressor and 200 h. p. Deisel engine; state price and condition.

**Bag Printing Machinery.**—National Fertilizer Assn., Charles J. Brand, Executive Sec. and Treas., 616 Investment Bldg., Washington, D. C.—Wants to correspond with manufacturers of bag printing machinery.

**Basket Making Machinery.**—Carter Ginning and Manufacturing Co., Lake City, S. C.—Wants prices on machinery to make baskets and hampers.

**Elevator (Portable).**—Hackley Morrison Co., Inc. (Mchy. Dealers), 204 N. Jefferson St., Richmond, Va.—Wants portable elevator for unloading hopper bottom cars.

**Engine (Diesel).**—See Air Compressor.

**Generator Set.**—Betterton Ice and Electric Co., Betterton Md.—Wants used 70 or 100 h. p. Fairbanks-Morse engine and generator direct connected.

**Packing House Equipment.**—Bear Creek Satsuma Co., E. C. Porter, Pres., Fountain, Fla.—Wants orange packing house equipment for next season's crop.

**Pile Driver.**—L. J. Breed Equipment Co. (Mchy. Dealer), James Bldg., Chattanooga, Tenn.—Wants second-hand pile driver to drive 45-ft. creosoted pile.

**Pneumatic Cement Gun.**—Max J. Werkenthin, Box 54, Austin, Tex.—Wants prices on pneumatic cement gun.

**Pump.**—Paul H. Jamison, Box 405, Roanoke, Va.—Wants centrifugal water pump, 3 stage high pressure, 3-in. suction, belt driven.

**Shovel.**—Harvey M. Mansfield, 316½ Franklin St., Tampa, Fla.—Wants full revolving, crawler type shovel, about 1-yd. capacity, either new or second-hand, good running condition, with either steam or gas engine.

**Tanks (Oil), etc.**—Cary T. Holland, Box 434, Durham, N. C.—Wants prices on oil tanks, etc., for filling and service station.

**Veneer Machinery.**—Carter Ginning and Manufacturing Co., Lake City, S. C.—Wants prices on veneer machinery.

E. C. Porter, Box 557, Dothan, Ala.—Wants machinery for making following:

- (1) Canvas Horse Collars and Back Bands
- (2) Canvas Shoes.

**Brown-Craven Equipment Co.** (Mchy. Dealers), 706 Manning St., N. Chattanooga, Tenn., wants price, location and complete information on following:

- (1) Ladder Dredge—complete with screening plant, etc., 1000 yds. daily capacity of sand and gravel, used equipment
- (2) Wood Barges—24 to 30-ft. wide, 80 to 120 ft. long, good condition.

E. W. Cooper, Engr., 603 Bennie Dillon Bldg., Nashville, Tenn., wants to purchase following equipment for grinding phosphate, 95% to pass 100 mesh:

- (1) Air Separator
- (2) Tube Mill—about 4-ft. diam. by 16-ft. long.

Guyan Machine Shops, Logan, W. Va., wants following:

- (1) Angles—up to 8x8x½
- (2) Gears—steel or cast iron, cut or cast teeth, 24 to 48-in. diam., also pinions to match
- (3) I-Beam Hoists—1 to 2 ton capacity, AC or DC
- (4) Japanning Oven—for baking large armatures, natural gas or electric heat
- (5) Lifting Magnet—for 220 volts, direct current
- (6) Motors—3 squirrel cage, 15 h. p., 220 volts, 3 phase, 60 cycle with starter and ralls, preferably GE 1200 r. p. m.; also one 10 h. p., 1200 r. p. m., without starter; starter for 20 h. p., 2300 volts, 3 phase, 60 cycle, 900 r. p. m. for induction motor; variable speed, 600-1200 r. p. m., AC 220 volt, 3 phase, 60 cycle; 2 h. p. up to 20 h. p., AC and DC

L. J. Breed Equipment Co. (Mchy. Dealer), James Bldg., Chattanooga, Tenn., wants following equipment, state full specification:

- (1) Dredge—dipper, with 1½ to 1½ yd. bucket, glve age, type, length of dipper arm, size of hull, make of boiler, engine, etc.
- (2) Shovel—¾-yd. second-hand steam shovel, crawler type, good condition.

E. L. Odum, Box 18, Waycross, Ga., wants prices on following:

- (1) Motor—4 to 6 h. p. electric
- (2) Pipe—4 sections of ¾ in. 200 ft. long, to use for overhead irrigation with automatic turners; 700 ft. 2 in. black pipe
- (3) Pump—6000 gal. per hour centrifugal; 6000 gal. per hour capacity double action
- (4) Valve—26 1½ in. standard globe valves for 125 lb. pressure.

A. C. Love Co. (Contrs. Equipment), Box 789, Huntington, W. Va., wants following equipment:

- (1) Engine—75 to 100 h. p. gas
- (2) Saw Mill—54 to 60-in. band.

### Miscellaneous

**Automatic Sprinkler System.**—South Texas Compress Co., 44th to 48th St., Ave. F to G, Galveston, Tex.—Wants data and prices on automatic sprinkler system for cotton compress.

**Dairy Farm Equipment.**—Dr. A. F. Hoge, First Natl. Bank Bldg., Fort Smith, Ark., wants following for dairy farm near Van Buren, Ark.:

- (1) Bottling Machinery—milk
- (2) Cooling System—milk
- (3) Farm Machinery and Implements
- (4) Sterilizing Apparatus—for milk house, etc.

**Glass Paper Weights.**—Otto P. Stallings & Son, 1108 First Natl. Bank Bldg., Box 737, Tampa, Fla.—Wants to correspond with manufacturers of glass paper weights used for advertising purposes.

**Kitchen Equipment, etc.**—Harvey P. Smith, Archt., 310-14 National Bank of Commerce, San Antonio, Texas—Wants data and prices on kitchen equipment, etc., for Casa de Palmas Hotel, McAllen.

**Oat Meal Machinery, etc.**—Mexico Paradise Valley Land Co., Inc., Emil Loche, Mgr., Houston Bldg., San Antonio, Tex.—Wants to correspond with manufacturers of machinery to make rolled oats or oat meal.

**Radio Sets, etc.**—Bhow & Co. (Engrs. and Contrs.), Ahmedabad, India, wants prices, literature and data on wireless equipment, radio sets and accessories, and desires to correspond with American manufacturers of this equipment with view to representation.

**Scales.**—Mercer County Stock Yards Co., Depot St., Harrodsburg, Ky.—Wants 2 pairs registered beam stock scales.

**Ventilating Device.**—Clements, Chism & Parker, Inc., Danville, Va.—Wants to purchase ventilating deflectors to fit bottom of window casing, same as used in offices, made of strip plate glass with metal ends to hold glass at angle.

### Building Material and Equipment

Holmboe Construction Co., 428 W. Second St., Oklahoma City, Okla., wants prices on following for building, East Central State Teachers' College, Ada:

- Flooring—limestone
- Folding Partitions
- Limestone
- Metal Doors
- Roofing—built-up
- Steel Sash and Trim
- Tile—hollow.

John P. Morris, owner-contractor, 811 Brady Bldg., San Antonio, Texas, wants prices on following for \$60,000, 12-family apartment building:

- Flooring—hardwood, oak, linoleum and tile
- Plaster Board
- Roofing—asbestos shingle and tile.

Claude Thomason, Contr., Osceola, Ark., wants prices on following for stores building:

- Flooring—composition and terrazzo
- Metal Ceilings
- Refrigerators (electric).

Peoples National Bank, Fred D. Maphis, Cashier, Strasburg, Va., wants prices on following for \$25,000 building:

- Flooring—hardwood, terrazzo
- Metal Ceilings
- Roofing—built-up
- Tile—hollow.

Baldwyn Brick and Tile Co., Baldwyn, Miss.—Wants to purchase buff face brick.

E. R. Spencer, owner-builder, 5214 McCormick St., Houston, Texas, wants prices on following for \$20,000 apartment house:

- Cast Stone
- Flooring—tile
- Refrigerators (electric).

Levy & Clarke, Archts., 810 Blun Bldg., Savannah, Ga., wants prices on following for hospital addition:

- Cast Stone
- Elevators
- Flooring—hardwood, linoleum, tile, composition.
- Metal Doors
- Plaster Board
- Roofing—built-up
- Terra Cotta Trim.

Pilot Building Co., Inc., Box 1330, Winston-Salem, N. C., advises is installing plumbing and heating department as licensed dealer and wants wholesale prices on following:

- Heating and Plumbing Material
- Tile—floor.

Albert S. Ross, Archt., 116½ E. Main St., Ada, Okla., wants prices on following for \$20,000 Masonic Temple, Konawa, Okla.:

- Cast Stone
- Flooring—linoleum
- Roofing—built-up
- Steel Sash and Trim
- Ventilators
- Wire Glass.

Stone & Johnson, Contrs., Hobart, Okla., want prices on following for brick business buildings:

- Flooring—hardwood, linoleum and tile
- Metal Ceilings and Doors
- Plaster Board
- Rolling Partitions
- Roofing—built-up and tile
- Steel Sash and Trim
- Tile
- Wire Glass.

Wm. A. Foster, Contr., Lufkin, Tex., wants prices on following for \$25,000 Sunday school:

- Cast Stone
- Metal Ceilings
- Plaster Board
- Rolling Partitions (Acme)
- Roofing—built-up (20-yr.).

C. D. Horton, Contr., 913 Taylor St., Fort Worth, Tex., wants prices on following for \$70,000 medical arts-hospital building, Brownwood, Tex.:

- Electric Refrigerators
- Elevators
- Flooring—hardwood, tile
- Incinerator
- Metal Doors
- Roofing—asphalt shingle
- Steel Sash and Trim
- Tile—hollow
- Wire Glass.

Davidson & English, Bldrs., 611-12 Brady Bldg., San Antonio, Tex., wants prices on following for about 60 or more dwellings:

- Cast Stone
- Electric Refrigerators
- Flooring—hardwood, terrazzo, tile
- Incinerator
- Limestone
- Mail Chutes
- Plaster Board
- Roofing—asbestos shingle, asphalt shingle, tile
- Tile—interior
- Terra Cotta Trim
- Ventilators.



Jas. H. Edmonds (Building Contr.), 4019 Caroline St., Houston, Tex., wants prices, catalogs, etc., on following:  
**Stair Nosing**—for public stairway  
**Textone**—or other similar materials in ton lots, for interior decoration.

### Bids Asked

**Alum.**—Quartermaster, Camp Meade, Md.—Receives bids Sept. 17 for 50,000 lbs. lump alum.

**Boilers.**—See Hoisting Engines, etc.

**Boiler House and Heating System.**—Office of Quartermaster, Bolling Field, Anacostia, D. C.—Receives bids Sept. 14 to construct boiler house and heating system in hangars, Nos. 7 and 8 and utilities at Bolling Field.

**Bridge.**—Houston, Tex., receives bids for 2 bridges. See Construction News—Bridges, Culverts, Viaducts.

**Bridge.**—Elizabeth City, N. C. See Construction News—Bridges, Culverts, Viaducts.

**Bridge.**—Hazard, Ky. See Construction News—Bridges, Culverts, Viaducts.

**Bridge.**—State Road Dept., Tallahassee, Fla., receives bids for 9 roads and overpass. See Construction News—Bridges, Culverts, Viaducts.

**Bridge.**—Union, Tenn. See Construction News—Bridges, Culverts, Viaducts.

**Bridge Carving.**—Washington, D. C. See Construction News—Bridges, Culverts, Viaducts.

**Broken Stone.**—State of Louisiana. See Construction News—Roads, Streets, Paving.

**Brushes (Artists).**—U. S. Veterans' Bureau, Supply Division, Washington, D. C.—Receives bids Sept. 12 to furnish 478 artists brushes, different sizes.

**Dredging.**—U. S. Engr., First District, New York City—Receives bids Sept. 26 for dredging in Hudson River at Albany, N. Y.

**Fuel Oil (Domestic).**—Marine Corps, Quartermaster's Dept., Washington, D. C.—Receives bids Sept. 9 to furnish 1500 gal. domestic fuel oil; delivery Marine Barracks, Washington, D. C. Sch. No. 138.

**Fillers and Deflectors.**—Chemical Warfare Service, Edgewood Arsenal, Md.—Receives bids Sept. 10 for 104,880 strawboard fillers; Sept. 8 for 50,425 rubber deflectors.

**Grading.**—Washington, D. C. See Construction News—Roads, Streets, Paving.

**Gravel.**—State of Louisiana. See Construction News—Roads, Streets, Paving.

**Highway Construction, etc.**—State Highway Dept., Dover, Del.—Receives bids Sept. 28 for Cont. 88—70 lin. ft. timber bulkhead; 10-ft. span timber bridge; Cont. 94—3.33 mi. Warren School-Sandtown Road, 8700 cu. yd. excavation and borrow, 1500 cu. yd. gravel surface course, 2850 cu. yd. cement concrete pavement, 2500 lb. reinforcement; Cont. 95—2.50 mi. Pleasant Valley School-Lincoln Highway, 9400 cu. yd. excavation and borrow, 1200 cu. yd. gravel surface course, 2290 cu. yd. cement concrete pavement, 2800 lb. reinforcement; plans on file.

**Hoisting Engines, etc.**—U. S. Engr., Louisville, Ky.—Receives bids Sept. 12 for four 3-drum 9x10-in. hoisting engines with boilers and lever stands; 3-drum engine 10x12-in. with boiler and lever stand, with back geared front drum; 3-drum 9x10-in. short bed engine with lever stand, but without boiler; 5 single drum 81/4x10-in. hoisting engines without boiler and 5 single drum 4x5-in. swinging engines.

**Levees.**—Third Mississippi River Dist., Box 404, Vicksburg, Miss., receives bids Sept. 10 for following:

**Farrelly Lake Levee Dist.**—repairs to levee, north bank Arkansas River, 272,000 cu. yds.

**Mississippi Atchafalaya Levee Dist.**—repairs to levee, right bank Yazoo River, 35,000 cu. yds.

**Mississippi Eden Levee Dist.**—repairs to levee, left bank of Yazoo River, 35,000 cu. yds.

**Mississippi Rocky Bayou Drainage Dist.**—repairs to levee, left bank Yazoo River, 50,000 cu. yds.

**Mississippi Brunswick Protection Levee.**—repairs to levee, left bank Mississippi River, 50,000 cu. yds.

**Lubricating Oil.**—U. S. Engr., Florence, Ala.—Receives bids Sept. 9 for 3500 gal. lubricating oil.

**Lumber.**—Marine Corps, Quartermaster's Dept., Washington, D. C.—Receives bids Sept. 13 to furnish 12,000 B. M. ft. lumber; delivery Quantico, Va. Sch. No. 132—1928.

**Miscellaneous.**—General Purchasing Officer, Panama Canal, Washington, D. C.—Receives bids Sept. 12 for 100 sewer bends black pipe fittings, 50 door tracks, riveting forges, flush tank levers. Circ. 2444.

**Miscellaneous.**—General Purchasing Officer,

Panama Canal, Washington, D. C.—Receives bids Sept. 21 for pipe, tile, steel and asphalt prepared roofing, pig lead, ingot, copper, coke, sand glass, foundry brushes, varnishes, etc. Circ. 1828.

**Oxygen and Acetylene.**—Mississippi River Comsn., 1st and 2nd Districts, Memphis, Tenn.—Receives bids Sept. 9 for 45,000 cu. ft. oxygen and 30,000 cu. ft. acetylene.

**Paint.**—State Highway Engineer of Texas, Austin, Tex.—Receives bids Sept. 12 for 11,900 gal. lithopone paint, 5000 gal. primer coat bridge paint, 6500 gal. black finish paint, 875 gal. aluminum paint and 1665 gal. battleship grey paint.

**Potato Cutting Machine, etc.**—U. S. Veterans' Bureau, Supply Div., Washington, D. C.—Receives bids Sept. 12 for potato cutting and dicing machine.

**Pump, etc.**—Director of Sales and Purchases, Department of Agriculture, Washington, D. C.—Receives bids Sept. 13 for vertical motor-driven sump pump and for ammonia condenser for dairy farm.

**Road.**—Maysville, Ky. See Construction News—Roads, Streets, Paving.

**Road.**—San Antonio, Tex. receives bids for 13 roads. See Construction News—Roads, Streets, Paving.

**Road.**—Clarksburg, W. Va., receives bids for 3 roads. See Construction News—Roads, Streets, Paving.

**Road.**—Construction Div., Veterans' Bureau, Washington, D. C.—Receives bids Oct. 4 for road and gates at Legion, Tex.

**Road.**—McAlester, Okla., receives bids for 3 roads. See Construction News—Roads, Streets, Paving.

**Road.**—State of Louisiana receives bids for 3 roads. See Construction News—Roads, Streets, Paving.

**Screen Work.**—Supervising Archt., Treasury Dept., Washington, D. C.—Receives bids Sept. 23 for changes in post office screens at U. S. Post Office, Dothan, Ala.; Sept. 20 for fly screens at Thomasville, N. C.

**Searchlight Beacons, etc.**—Ch. Clk., Department of Commerce, Washington, D. C.—Receives bids Sept. 9 for 100 searchlight beacons, rotating, standard 24-in.; Sept. 7 for 500 ft. 2-conductor cable; Sept. 7 for 50 headlight reflectors; Sept. 8 for 6 electric motors, 1/2 h. p.

**School Furniture and Equipment.**—J. W. Lucas, Sec. Board of Trustees of Sunflower County Agricultural High School and Junior College, Moorhead, Miss.—Receives bids Sept. 20 for furniture and equipment.

**Sewers.**—Board of Public Service Co., St. Louis, Mo.—Receives bids Sept. 20 for constructing sewers in Highlands Joint Sewer Dist.

**Shelving (Library).**—U. S. Veterans' Bureau, Supply Div., Washington, D. C.—Receives bids Sept. 14 for both double and single library shelving.

**Sidewalks.**—Graham, Tex. See Construction News—Roads, Streets, Paving.

**Socket Joints, etc.**—U. S. Engineer, 1st District, New York City—Receives bids Sept. 12 for cast steel ball and socket joint complete with ring and belts, and 2 extra rings.

**Street.**—Baltimore, Md. See Construction News—Roads, Streets, Paving.

**Street.**—Kingsport, Tenn. See Construction News—Roads, Streets, Paving.

**Street.**—Dayton Branch, Newport, Ky. See Roads, Streets, Paving.

**Street.**—Richmond, Va. See Construction News—Roads, Streets, Paving.

**Surveying Instruments, etc.**—Director of Purchase and Sales, Washington, D. C.—Receives bids Sept. 9 for rods, steel tapes, waterproof covers, rod levels, etc.; also for level books, tracing cloth, cross-section paper, scales, levels, etc.

**Tires and Tubes.**—General Supply Committee, Washington, D. C.—Receives bids Sept. 14 for automobile and aeroplane tires and tubes for second quarter of fiscal year 1928. wrenches, etc.

**Transmitters.**—U. S. Coast Guard Headquarters, Washington, D. C.—Receives bids Sept. 30 for 200-watt vacuum tube radio telegraph and telephone transmitters without vacuum tubes.

**Water Tower.**—District Commr., Washington, D. C.—Receives bids Sept. 13 for constructing and completing water tower (No. 2) at Reno reservoir, 125,000 cu. ft.

**Well Drilling.**—City of Bradenton, Fla., R. K. VanCamp, Com. Public Works—Receives bids Sept. 27 for drilling and completing one 12-in. well approximately 800 ft. deep.

**Wharf, etc.**—Lake Charles Harbor and Terminal Dist. Commrs., Commerce Bldg., Lake Charles, La.—Receives bids Sept. 13 for construction creosoted timber wharf;

reinforced concrete fire wall; Elmer E. Shutts, Engr., 921 1/2 Ryan St.

F. A. Tompkins, Nueces County Auditor, Corpus Christi, Tex., receives bids Sept. 12 for following machinery:

- (1) Grader—one Shawnee
- (2) Tractors—Russell, Patrol No. 4 with 2 ton crawler type tractor and 12-ft. blade; 2 McCormick-Deering Industrial, each equipped with Shawnee power grader.

### Trade Literature

#### Oxwelding of Structural Steel.

"Oxwelded Roof Trusses" is the title of a book of 70 pages by H. H. Moss of the development section of the engineering department of the Linde Air Products Company, 30 East 42d street, New York city. This is a study of and this work begins a program by the com-insert plate joints in Fink type roof trusses, pany looking toward the practical utilization of the oxy-acetylene process in the fabrication of structural steel. It makes available to consulting engineers, plant engineers, superintendents and other information on the design, fabrication procedure and ultimate strength of a series of 40-foot roof trusses. It is said that probably the most important development of the work was the method of joining structural steel, which causes gusset plates to be inserted and made a part of the truss members by butt welding. This, it is stated, enables a stronger truss to be made with less steel and less labor. There are many appropriate pictures.

#### Traylor Heavy Duty Crushing Rolls.

The Traylor Engineering and Manufacturing Company, Allentown, Pa., has published Bulletin No. 206, which supersedes No. 1106, and relates to the heavy-duty crushing rolls manufactured at the company's plant. The construction of one of these machines is described as of the highest character. The frame is of the heaviest possible proportions throughout and is especially designed for shock absorption. The tension springs are also extra heavy, to assure holding the rolls up to their work at all times. The shafts are over size to eliminate any possibility of deflection and bearings are extra long and of extra large diameter to secure low pressure under the heavy duty to which the rolls are subject. There are also half a dozen other important characteristics which recommend these rolls strongly to all users. There are 40 pages in the book, with many illustrations and tables giving detailed facts concerning the rolls.

#### Handbook About Brixment.

The Louisville Cement Company, Inc., Louisville, Ky., has published a new handbook on Brixment for the use of architects and contractors. Those who have seen the book have remarked upon its superior contents and their arrangement, so that it is one of the most helpful presentations of its kind. It is entitled "Brixment for Perfect Mortar," this product being a mason's cement which, it is stated, combines the characteristics of Portland cement and lime, having both strength and plasticity. Its chemical analysis is given. The product is packed in cloth or paper sacks, each containing one cubic foot.

#### Thew Shovel Center Drive.

The Thew Shovel Company, Lorain, Ohio, have issued a thin booklet of pocket size, giving concise information concerning the Thew Center Drive, which is used on the company's excavating machines. Diagrams of the mechanism are accompanied by adequate letterpress relating to them. There are also several fine illustrations of the Lorain 75 and another of the Lorain 60.

**Cook Deep Well Pumps.**

Full particulars, with pictures, concerning the Cook deep-well pumps are given in Bulletin 35-A, published by A. D. Cook, Inc., Lawrenceburg, Ind. It is claimed that continuous flow of water, silent running and steadiness are characteristic of all Cook Type PH pumps because of their design and high-grade workmanship. It is also said that the nickel test requires not only a pump of great steadiness but a well that is plumb. One of the illustrations is a reproduction of a close-up photograph of a five-cent piece that stood on edge on the crosshead when one of these pumps was being operated; also a picture of a like coin on the frame of a pump in use.

**Bethlehem Diesel Engine Catalogue.**

Bethlehem Diesel engines, Type S, for stationary service, are comprehensively described and illustrated in Catalogue F of the Bethlehem Steel Company, Bethlehem, Pa. These units are of the two-cycle airless-injection type and they are described as being of sturdy construction, with a minimum number of moving parts, and especially adapted for installation in plants where dependable operation and freedom from special attention are essential. It is also stated that in actual performance one of these engines has shown a marked reduction in power costs. This Type S is built in units of 2, 3, 4 and 6 cylinders, covering a range of from 60 to 570 brake horsepower.

**Graybar Announces Promotions.**

The executive offices of the Graybar Electric Company, Graybar Building, New York city, have announced the appointment of H. B. Bibb as sales manager of the branch at Norfolk, Va. The promotion of E. W. Thurston to be assistant telephone sales manager was announced. He will be located at the offices in New York.

**Speeder Corporation Conference.**

The Speeder Machinery Corporation, Cedar Rapids, Iowa, manufacturers of shovels, cranes, draglines and pull shovels, recently held a sales conference, with their entire nation-wide sales force in attendance. The conference was under the direction of T. M. Deal, sales manager, who announced additions to both the sales and service departments in order to effectively carry out the corporation's policy of "Unexcelled service to the users of Speeder machines." George T. Ronk, president and general manager of the corporation, in a very interesting talk set forth the ideals and the policy of progressiveness of the company. The conference lasted three days.

## INDUSTRIAL NEWS OF INTEREST

Items of news about industrial, railroad or financial interests, building operations, construction work, municipal improvements, or the sale of machinery or the letting of contracts in the South or Southwest, are invited from our readers, whether they are advertisers, or subscribers, or not. We invite information of this character from readers in the North and West about their Southern business operations, as well as from Southern readers. News of value will be published just as readily when from non-advertisers as from advertisers.

**Sales Agencies Offered.**

Elsewhere in this issue there appears an announcement offering agencies in important sales territory in the South and Southwest, including Arkansas, Missouri and Oklahoma, to represent a well-known firm for the sale of high-grade steel grating and tread which are widely used in power plants and industrial buildings, besides in construction work. Further information is to be found in the advertisement.

**Decorating Engines and Cars.**

One of the most interesting developments in ornamenting locomotive engines, which several railroads have recently been doing, is the Duco color advisory service designs for the new Boston and Maine Railroad's train, the "Minute Man," run between Boston and Chicago. Two engines have been named, respectively, Paul Revere and William Dawes. A color combination was developed for them, based on the blue and buff of the military uniform of the Revolutionary War. In addition to this, red and black are tastefully employed to complete the finish. On each side of the tender is a picture of the Minute Man copied from the statue at Lexington, Mass. In the train are two observation-lounge dining cars, one of which is named Lexington and the other Concord. The dining rooms are decorated in buff and blue. Among other roads for which color schemes have been made is the Atlantic Coast Line, which is preparing eight dining cars with typical Florida colors. H. Ledyard Towle is director of this Duco color-advisory service, of E. I. duPont de Nemours & Co., Wilmington, Del.

**Porcelain Products Companies Merged.**

Porcelain Products, Inc., was recently formed by the merger of the following companies: Cincinnati Porcelain Company, Cincinnati, Ohio; Federal Porcelain Company, Carey, Ohio; Findlay Electric Porcelain Company, Findlay, Ohio; General Porcelain Company, Parkersburg, W. Va.; National Electric Porcelain Company, Carey, Ohio, and Ravenswood Porcelain Company, Ravenswood, W. Va. The main office has been established at Findlay, Ohio. No additional plants are contemplated at the present time, as the established plants have a large capacity and the company hopes to double its business without adding to plant facilities. One of the companies included in the merger recently perfected a refractory body, which is claimed to be the strongest clay body of the type available. It is known as "Thermofrax."

**Manufacturing Plant to Be Sold.**

Formal announcement is made elsewhere in this issue that the land, buildings and machinery of the Kerr-Wilson Company at Norwich (Roanoke), Va., will be offered for sale at public auction on the premises on Thursday, September 29. This plant was designed and used for manufacturing tannin extract. There are about 8½ acres of land on the Roanoke River, including water and dam rights. Particulars will be found in the advertisement, which includes a list of the machinery.

**Brown Hoisting and the Industrial Works to Merge.**

Directors of the Brown Hoisting Machinery Company of Cleveland, Ohio, and of the Industrial Works, Bay City, Mich., have approved plans for a merger of the two companies, to be made effective when ratified by their stockholders soon. This is the result of intensive work by the late E. B. Perry, formerly president of the Industrial Works; Alexander C. Brown, president of the Brown Hoisting Machinery Company, and other executives. The object of consolidation is to render better service to users of material-handling equipment by eliminating duplication or overlapping of product, by effecting economies in manufacturing, and by concentrating in each plant that portion of the work which can be produced to the best advantage. The Brown organization designs and manufactures hoisting and conveying appliances and heavy handling machinery of all descriptions. The Industrial Works organization manufactures a very similar line, besides large coke-oven machinery. The first named plant covers 9½ acres in Cleveland and the latter 29 acres at Bay City, Mich., with 60 buildings, but the former also has 29 acres of land at Elyria, Ohio, 20 miles from Cleveland, on which is a fine iron and bronze foundry. The consolidation will unite under one management over 2100 people and assets of approximately \$13,000,000. The combined sales of both companies in 1926, it is stated, totaled over \$7,700,000. Both plants will be continued in operation and no radical changes of any kind are contemplated.

**Atlas Conveyor Company Organized.**

The Atlas Conveyor Company, recently organized, has opened offices at 20 South 15th street, Philadelphia, Pa. Associated with this company will be Percival K. Reed, L. G. Weygandt and E. A. Thumliert, all formerly connected with the R. H. Beaumont Company as chief engineer, Eastern sales manager and general manager, respectively. The Atlas Conveyor Company will design and build elevators, conveyors, skip hoists, coal-weigh larries, cable-drag scrapers, ash hoppers, gates and kindred equipment for the handling and storage of coal, coke, ashes and other bulk materials.

**A New Harnischfeger Product.**

A new one-half-yard excavator, the "P & H Groundhog," has been added to the list of machines made by the Harnischfeger Corporation, Milwaukee, Wis. It is stated that the machine has been thoroughly tested in actual service during the last two years. It is also announced that this new machine has fast-line speeds, and it revolves at the rate of five and a half times per minute. It has a 50-horsepower motor, standard 18-foot boom, 13-foot 3-inch dipper sticks and a heavy plate steel dipper. It weighs 40,500 pounds. The rear end swing is only 7 feet 1½ inches. The machine is convertible as shovel, dragline, clamshell, pile driver, etc. It handles a ½-yard clamshell bucket on a 35-foot boom.

**Improved Model B. Cleveland Sandcutter.**

Several improvements in the design details of the Model B Cleveland Sandcutter have been announced by the makers, the Production Equipment Company, Cleveland, Ohio. This particular machine is designed for use in foundries having small sand heaps, and the improvements have been made with a view to making it more compact and easily handled than ever, but still retaining the spiral cutting cylinder, electric drive and other distinctive features of the larger sandcutters of this make. It is also announced that henceforward the Cleveland sandcutters can be equipped with either the company's standard combined piling and cutting cylinder or the ordinary lawn-mower type of cylinder as desired. However, it is not advised to select the latter excepting in very special instances.

**Official Changes Made.**

Thomas S. Poole has been appointed direct factory representative for the Southern States territory by the Whitman-Barnes-Detroit Corporation, Detroit, Mich., effective September 1, to succeed Fred A. Hardin, resigned. Other recent changes are: M. B. Snow, vice-president and director, resigned and is succeeded by Karl Kendig, who is now vice-president and treasurer; H. Z. Callender, sales manager, has been made secretary and sales manager.



## TO BUILD MORE THAN 200 HOMES IN HAPPY VALLEY DEVELOPMENT.

### Regional Plan to Cover Territory Between Johnson City and Elizabethton, Tenn.

By joint action of the cities of Elizabethton and Johnson City, Tenn., the chambers of commerce of the two cities, Washington and Carter counties, the American Bemberg Corporation, the American Glanzstoff Corporation and the Watauga Land Development Company, preliminary surveys are being made for a large community development in Happy Valley between Elizabethton and Johnson City. A contract has been made with John Nolen, city planner, of Cambridge, Mass., by which Mr. Nolen and his associates will make the survey.

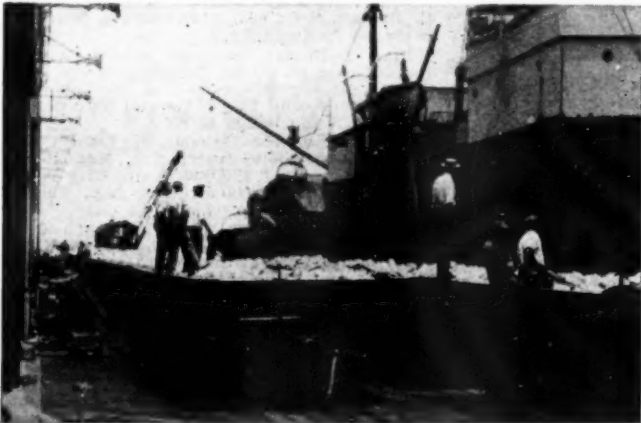
Mr. Nolen's office advises that the Happy Valley regional plan will cover the whole of the territory adjacent to and between Johnson City and Elizabethton. This will include the location of main lines of communication and the allocation of land for various purposes, the selection of land for a community housing project and the immediate construction of 200 houses for workmen, houses for officials, selection of sites for parks and parkways and playgrounds. There will be layout plans for the community housing project which will include everything necessary for homes of workmen in the area selected. Work on the survey has already begun.

### A Georgia Quarry Providing Granite Blocks on Big Contract for Cuban Highway.

By R. S. MACELWEE, Commissioner, Bureau of Port Development, Charleston, S. C.

A Southern quarry is now carrying out the contract for a large quantity of granite paving blocks, which are being shipped through Southern ports for use in construction of the Cuban Central Highway. This is accounted a great victory for the Southeast in competition with the world.

The first blocks for this highway were furnished by a Swedish firm. In addition, many quarries in the United States presented bids for the huge contract. Through the cooperation of railroads and South Atlantic ports in paring



GONDOLA CARS ON SHIPSIDE TRACKS BEING WORKED  
SIMULTANEOUSLY IN ALL FOUR BATCHES.

to the bone the cost of transportation, and the salesmanship of Perry Hayworth, the Elberton Quarries at Elberton, Ga., took the contract for paving blocks away from the Swedish quarries and all other competitors. The paving blocks weigh approximately 20 pounds each and the movement of these blocks will require about two ships a month for a long period.

The first shipment moved from Newberry, S. C., through

the port of Charleston on the Munson Line steamer Tela, which sailed July 2, James Doran Company, stevedores. The advantages of the marine terminal equipment of Charleston were demonstrated in this movement. The port terminals operated by Charleston under lease from the United States Government are constructed with parallel shipside tracks and high cargo Burton masts, making it possible to spot two rows of gondola cars at shipside and work both the inshore and shipside tracks in all four hatches, simultaneously, directly from car to ship.

Mr. Hayworth is developing a very fine quarry at Elberton, Ga., with a capacity of perhaps 1,000,000 blocks a month, when it is in full operation. The quarry will have a face extension 1400 feet along the South Broad River, more than 60 feet in height. It is an open or "free" quarry, and adapted not only to economic operation, but also for developing the finest type of Elberton district white or light blue granite. The granite is very hard and durable for paving work and takes a beautiful finish for architectural and monumental uses. The Seaboard Air Line Railway built a spur track to the quarry and established a reasonable commodity rate either for a long haul over its own tracks to Wilmington, or via the Southern Railway transfer at Greensboro.

The July movement went through Charleston. The August movement has gone through Wilmington.

Mr. Hayworth, president of the Elberton Quarries, has been congratulated by friends upon his technical skill as a quarryman, his courage as a business man and his ability as a trader and salesman in bringing about the combination of quality, dispatch and low cost which enabled him to beat the world in open competition.

### Plans Soon Ready for Camp Meade and Fort Sam Houston.

Plans and specifications for construction work to be undertaken by the War Department, Washington, at Camp Meade, Md., and Fort Sam Houston, Texas, are expected to be ready about September 15, according to Maj. John D. Kilpatrick, Q. M. C., War Department. The Camp Meade work will include the erection of Colonial type barracks for which \$410,000 is available, while the Fort Sam Houston work will embrace brick, tile and concrete barracks of Spanish architecture, for which \$500,000 is available.

### Coleman and Sumter County, Florida.

The Chamber of Commerce of Coleman, Fla., has issued an illustrated pamphlet giving many interesting facts concerning Coleman and Sumter county. It is stated that the agricultural possibilities of that section of the State are tremendous. There are produced large crops of cabbage, tomatoes, celery, cucumbers, lettuce, cauliflower and onions. These are grown on hammock land, but there are also thousands of acres of other land suitable for watermelons, cantaloupes, grapes, citrus fruits and field crops. The Sumter County Chamber of Commerce, Bushnell, Fla., also has issued a folder with many important facts concerning the crops raised there.

### Silk Mill and Dye Plant for Abbeville.

Hubert C. Cox, secretary of the Junior Chamber of Commerce, Abbeville, S. C., wires that his organization has raised \$125,000 toward the establishment of a silk mill at Abbeville, and that the Van Raalte Company, Inc., of New York will furnish the balance of \$175,000. The new mill will manufacture broad silks and finished garments. Mr. Cox states that Abbeville is also assured of a dye plant and that details will be worked out within the next 10 days.

# FINANCIAL NEWS

## Bond Issues Proposed

Ala., Fairhope—Culvert, Fill—Town voted \$12,000 bonds. Address Town Clk.

Ala., Montgomery—Docks—State Docks Comm., William L. Sibert, Chmn., Birmingham, will sell \$1,000,000, Seventh Series, Harbor Improvement bonds, Sept. 15, at Governor's office. 7-28

Ark., Garland—School—Board of Directors of Special School Dist. No. 4, Miller County, receives bids Sept. 26 for \$15,000, not to exceed 5½% bonds.

Fla., Avon Park—Street—City receives bids Sept. 19 for \$60,000 6% \$1000 denom. bonds.

Fla., Bonifay—Road, Bridge—Holmes County Commrs. receive bids Sept. 17 for \$200,000 Dist. A and B bonds.

Fla., De Soto—Paving, Water Works—City plans selling \$50,000 bonds. Address City Clk.

Fla., Fort Lauderdale—City Comm. will call election on \$140,000 bonds for park purposes.

Fla., Fort Pierce—City Comm. plans selling \$550,000 municipal improvement bonds. Address City Clk.

Fla., Indian River City—Water Works—Town, L. B. Newman, Clk., voted \$35,000 6% \$1000 denom. bonds. 8-4

Fla., Jacksonville—School—Duval County, M. H. Long, Avon Arden Park, receives bids Oct. 3 for \$600,000, Special Tax School Dist. No. 1 bonds. 8-4

Fla., Jensen—School—Jensen Dist., School Dist. No. 1, votes Sept. 27 on \$30,000 bonds. Address Martin County Board of Education, Stuart.

Fla., Kissimmee—Road—Osceola County Commrs. plan issuing \$150,000 bonds.

Fla., Orange City—Paving—City, E. A. Allan, Mayor, votes in Oct. on bonds.

Fla., St. Augustine—City Comm. will sell \$350,000 municipal bonds.

Fla., St. Augustine—St. Johns County Commrs., Obe P. Goode, Clk., receive bids Sept. 15 for \$900,000, 5% "Series C" bonds.

Fla., Sebring—Courthouse—Highlands County Commrs., C. F. Saunders, Clk., receive bids Sept. 19 for \$50,000, 6%, \$1000 denom. bonds.

Fla., Vernon—Road—Washington County Commrs. plan issuing and selling \$500,000 bonds.

Fla., West Palm Beach—School—Palm Beach County, Special Tax School Dist. No. 4, voted \$175,000 bonds. Address County Commrs. 7-28

Ga., Atlanta—Fred Houser, Executive Sec. of Atlanta Convention Bureau, endorsed proposal of Alderman Robert F. Pennington, for \$1,000,000 bond issue for municipal auditorium; I. N. Ragsdale, Mayor. 8-25

Ga., Mountain City—Water Works—City, Jos. F. Pamey, Mayor, receives bids Sept. 15 for \$10,000 6% bonds.

Ky., Covington—Road—Kenton County, John B. Read, County Judge, votes in Nov. on \$500,000 bonds.

Ky., Louisville—City, Joseph T. O'Neal, Mayor, considering \$1,500,000 bond issue for park, park boulevards and playgrounds; William T. Baskett, Atty., 2016 Murray. 8-25

La., Farmerville—Road—Union Parish Police Jury, J. D. Miller, Pres., receives bids Sept. 23 for \$25,000 6% Colson Road Dist. No. 7 bonds.

La., New Iberia—Road—Iberia Parish, Marcus DeBlanc Sec., Police Jury, votes Sept. 27 on bonds for Road Dists. Nos. 1, 2, 3, 4, 5, 6, 7, 8, Sub-Road Dist. No. 1 and No. 2 of Road Dist. No. 7.

Miss., Canton—City voted \$54,000 indebtedness and \$15,000 hospital bonds. Address City Clk. 8-25

Miss., Gulfport—Drainage—Bayou Bernard Drainage Comm., J. B. Converse, Engr., plans selling bonds.

Miss., Kosciusko—Sewer—City, L. S. Sanders, Mayor, voted \$70,000 bonds; J. W. Fletcher, City Clk. 8-18

Miss., West Point—Road—Clay County may issue \$200,000 bonds. Address County Commrs.

Mo., Bowling Green—Water Works—City defeated \$17,500 bonds. Address City Clk.

Mo., Kansas City—City, H. F. McElroy, Mayor, may vote this fall on \$4,000,000 to \$6,000,000 bonds to purchase airport and for

streets and connected system of radiating traffic ways; Herbert V. Jones, Chmn. City Plan Comn.; Charles E. Donnelly, Engr. for Comn.

Mo., St. Joseph—Lighting System—City votes Oct. 4 on \$96,000 bonds for lighting parks and driveways of park system and street lighting. Address City Clk.

N. C., Aurora—Electric Light and Power—Board of Aldermen plans \$20,000 bond issue.

N. C., Oxford—Funding—Granville County Commrs., C. G. Powell, Clk., receives bids Sept. 19 for \$233,000, 4½%, \$1000 denom. coupon bonds.

N. C., Weldon—Water Works—Town, K. Ward, Clk., receives bids Sept. 20 on \$15,000 \$500 denom. not to exceed 6% bonds.

N. C., West Hickory, R. Sta., Hickory—Improvement—Town, Z. O. Lail, Clk., considering bond election.

Okla., Crescent—City voted \$38,000 bonds: \$23,000, sewer; \$15,000, water works. Address City Clk.

Okla., Jackson—Assessment Improvement—City, W. P. Turner, Auditor, receives bids Sept. 19 for \$12,436 6% \$500 and \$1000 denom. bonds.

Okla., Muskogee—City Hall—City plans \$300,000 bond election. Address City Clk.

Okla., Oklahoma City—Highway—Oklahoma County Commrs. plan receiving bids for \$1,650,000 bonds.

Okla., Oklahoma City—Water Works—City, E. M. Fry, Mgr., considering \$900,000 bond issue.

Okla., Waurika—Road—Jefferson County, W. Arner, County Clk., reported, receives bids Sept. 12 for \$600,000 5% bonds. 7-28

Tenn., Chattanooga—Road—Hamilton County, Will Cummings, County Judge, receives bids Sept. 15 for \$250,000 4½% \$1000 bonds.

Tenn., Fayetteville—School—City votes Sept. 28 on \$50,000, 5% coupon bonds. Address City Clk.

Tenn., Huntingdon—Road—Carroll County votes Sept. 23 on \$100,000 bonds. Address County Commrs. 9-1

Tenn., Lewisburg—School—Marshall County defeated \$96,000 bond issue. Address County Commrs. 8-11

Tenn., Memphis—School—Board of Education, G. W. Garner, Sec., receives bids Sept. 13 for \$750,000, 4 to 5% \$1000 denom. bonds.

Tenn., Nashville—Road—Davidson County Commrs., Litton Hickman, Judge, receives bids Sept. 15 for \$1,500,000 \$1000 denom. bonds. 7-14

Tenn., Signal Mountain—Town voted \$100,000 bonds for fire equipment and water mains. Address Town Clk.

Tenn., Tiptonville—Road—Lake County, J. R. Adams, voted \$200,000 bonds.

Tenn., Whiteville—Water Works—City voted \$20,000 bonds; I. G. McCalla, Engr.

Tex., Austin—Courthouse—Travis County, reported, defeated \$500,000 bonds; Geo. S. Mathews County Judge. 7-26

Tex., Bastrop—Road—Bastrop County, Red Rock Community, Road Dist. No. 8, votes Oct. 8 on \$60,000 bonds. Address County Commrs. 9-1

Tex., Beaumont—Courthouse—Jefferson County Commrs. Court, B. B. Johnson, County Judge, considering bond issue.

Tex., Cedar Bayou—School—Cedar Bayou School Dist. voted \$50,000 bonds. Address Board of Trustees.

Tex., Crane—Road—Crane County votes Sept. 17 on \$150,00 bonds. Address County Commrs.

Tex., Cuero—City, LeRoy Hamilton, Mayor, votes Sept. 13 on \$45,000 bonds: \$32,000, water works; \$8,000, indebtedness; \$5,000, to purchase and improve Mohawk Club building.

Tex., Floresville—Road—Wilson County receives bids Sept. 12 for \$60,000 5½% \$500 denom. Road Dist. No. 4 bonds.

Tex., Floydada—Road—Floyd County Commrs. may call election Oct. 4 on \$475,000 bonds. 7-14

Tex., Fort Worth—Water Works—Tarrant County Water Control and Improvement Dist. No. 1 votes Oct. 8 on \$6,500,000 bonds; Dave Shannon, County Judge. 8-11

Tex., Fort Worth—City, O. E. Carr Mgr., may call election in Oct. on \$3,400,000 bonds: \$2,000,000, municipal auditorium; \$650,000, first unit of city and county library; acquire

property on Trinity River Bluff for buildings and park development.

Tex., Fort Worth—Road—Tarrant County votes in Oct. on \$6,233,000 bonds; Dave Shannon, County Judge. Lately noted election Sept. 17. 9-1

Tex., Fort Worth—School—Tarrant County, John T. White, County Supt., receives bids Sept. 12 for \$15,000 Webb Common School Dist. No. 79 bonds.

Tex., Hempstead—Road—Waller County plans bond election within next 2 months. Address County Commrs.

Tex., Lockney—Refunding—City voted \$15,200 bonds. Address City Clk. 8-4

Tex., Mount Pleasant—Water Works, Sewer—City votes soon on \$60,000 6% bonds. Address City Clk.

Tex., Refugio—Road—Refugio County, W. T. McGill, County Judge, receives bids Sept. 16 for \$200,000 bonds. Lately noted bids Aug. 29. 8-25

Tex., Richmond—School—Fort Bend County, W. I. McFarlane, County Judge, receives bids Sept. 12 for \$19,000, 5%, Needville Common School Dist. No. 6 bonds.

Tex., Sinton—Road—San Patricio County, reported, considering bond election. Address County Commrs.

Tex., Sonora—Sewer—City votes Oct. 15 on \$45,000 bonds. Address City Clk.

Va., Danville—School, Gas—City, C. B. Strange, Auditor, plans receiving bids for \$150,000 bonds.

Va., Hopewell—City, Roy S. Braden, Mgr., may vote in Nov. on \$50,000 bonds: \$25,000, jail; \$25,000 sewerage connections and public improvements; T. B. Robertson, Judge of Corporation Court. 9-1

Va., Richmond—School—City Council considering \$1,500,000 bond issue; R. Keith Compton, Director of Public Works.

W. Va., Cedar Grove—Water Works—City votes Sept. 20 on \$23,200, not to exceed 5½% bonds. 9-1

W. Va., Charleston—Road—Kanawha County, Jefferson Dist., voted \$220,000 bonds. Address County Commrs. 8-11

W. Va., Charleston—Road—Kanawha County, Malden Dist., considering \$170,000 bond election. Address County Commrs.

W. Va., Charleston—Road—Kanawha County Commrs. receive bids Sept. 13 for \$2,000,000 4½% bonds.

W. Va., New Martinsville—Road—Wetzel County votes soon on \$374,000 bonds: \$150,000, Magnolia Road Dist.; \$80,000, Clay Road Dist.; \$144,000, Proctor Road Dist. Address County Commrs. 8-18

## Bond Issues Sold

Ark., Pine Bluff—School—School Board L. E. Bassett, Sec., sold \$128,500 5% bonds to Simmons National Bank. 8-18

Fla., DeFuniak Springs—School—Walton County sold to W. W. Flournoy & Co., \$23,000, Consolidated Special Tax School Dist. No. 6 bonds, and \$10,000 Special Tax School Dist. No. 9 6% bonds at 95.

Fla., Fort Pierce—School—St. Lucie County Board of Public Instruction, Mrs. Edgar Lewis, Supt., sold \$60,000 White City bonds to Stranahan, Harris & Oatis, Inc., Toledo, Ohio, at 100.64.

Fla., Orange Park—Improvement—City, Board of Bond Trustees, Joseph G. King, Sec., sold \$75,000 6% bonds to Duval Engineering and Construction Co., at premium of \$1391. 8-4

Fla., Vero Beach—Refund—City plans selling \$25,000 bonds to George P. Pierce, Atlanta Natl. Bank Bldg., Jacksonville, at 95 and accrued interest.

Ky., Ashland—School—Board of Education, A. J. Brown, Sec.-Mgr., sold \$120,000 bonds to Blyth-Witter & Co. at par, accrued interest and premium of \$1666. 8-25

La., New Orleans—General Improvement—Board of Commrs. of Port of New Orleans, received high bid on \$3,000,000, 4½% bonds from Wm. R. Compton Co. and Halsey, Stuart & Co., both St. Louis, Mo., at \$3,032,400. 8-18

Md., Rockville—Montgomery County Commrs., Benjamin C. Perry, Pres., sold \$30,000 4½% Brookeville Pike grade crossing elimination bonds to Westheimer & Co., 213 E. Redwood St., Baltimore, at 101.82. 8-11

Miss., Greenville—Levee Refunding—City sold \$47,000 5% bonds to Canal Bank & Trust Co., New Orleans, La., at premium of \$502.50.

(Continued on page 116)



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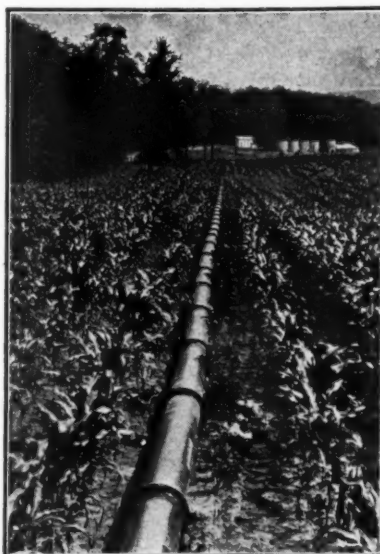
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# FINANCIAL NEWS

(Continued from page 114)

Mo., Macon—Lake—City sold \$165,000 bonds for lake in Duck Creek Basin, to State Exchange Bank, Macon, at \$168,750. Address City Clk.

N. C., Greenville—Street—City, J. C. Tyson, Treas., sold \$125,000 4 3/4 % \$1000 denom. bonds to North Western Loan and Trust Co., St. Paul, Minn., and Minnesota Loan and Trust Co., Minneapolis, premium \$1137. 8-4

N. C., Mars Hill—Improvement—Town, R. Y. Wilson, Clk., sold \$90,000 6 % bonds to Kelly & Wilson.

N. C., Rutherford — Tax Anticipation — Rutherford County Commrs. sold \$150,000 bonds to F. S. Moseley & Co., 49 Wall St., New York.

N. C., Wilson—Public Improvement—Town, Theo. A. Hinnant, Clk., sold \$100,000 4 3/4 % bonds to N. S. Hill Co., 1919 Traction Bldg., Cincinnati, Ohio, at premium of \$1789. 8-25

Okla., Cordell—Water Works—City, Mrs. Pearl Peters, Clk., sold \$26,500 4 3/4 % \$500 bonds to Cordell National Bank at \$50 premium and accrued interest. 8-25

Tenn., Bristol—Improvement—City sold \$24,000, 6 and 5 % bonds to I. B. Tigrett & Co., 73 Madison St., Memphis, at premium of \$903, equal to 14.12.

Tex., Alice—Improvement—City sold \$50,000 bonds to Caldwell & Co., Nashville, Tenn., at par, accrued interest and premium of \$2,222. 8-4

Tex., Brownsville—Water—Cameron County, Oscar C. Dancy, County Judge, sold \$175,000 Water Improvement Dist. No. 7 bonds to A. C. Allyn & Co., Chicago, Ill. 8-11

Tex., Corsicana — Road — Navarro County Commrs. Court, Warren Hicks, County Judge, sold \$380,000 5 % \$1000 denom. Consolidated Road Dist. No. 1 bonds to Garrett & Co., Dallas, at par, accrued interest and premium of \$1106. 8-11

Tex., Mount Pleasant — Water Works, Sewer—City sold \$60,000 6 % bonds to Garrett & Co., Magnolia Bldg., Dallas, subject to election to be held soon.

Tex., Port Lavaca—Road—Calhoun County sold \$260,000 5 1/2 % bonds to J. E. W. Thomas & Co., Dallas. 9-1

Tex., Vernon — Road — Wilbarger County Commrs. sold \$50,000 4 3/4 % bonds to Roger H. Evans Co., Dallas at par, accrued interest and premium of \$103.50. 8-18

W. Va., Buckhannon—Road—Upshur County Commrs., Allen B. Cutright, Clk., sold \$65,000 5 % \$1000 denom. bonds to State Road Comm., Charleston, at par and accrued interest. 7-28

W. Va., Charleston — Paving — City sold \$50,000 tax certificate to Hanchett Bond Co., Chicago, Ill.

## New Financial Corporations

Fla., Lake Worth—First Bank & Trust Co., capital \$150,000, reopened; Earl J. Reed, Vice-President.

Tenn., Elizabethton—Charles O'Connor, 4 Craggy Circle, Kenilworth, Asheville, N. C., Judge Thad A. Cox, Johnson City, inter-

ested in establishing \$250,000 trust company.

Tex., Cleburne—Union Bank & Trust Co. of Cleburne, capital \$100,000, organized; George R. Christie, Pres.; H. C. Custard, V.-P. and Cashier.

W. Va., Huntington—Coal Exchange Bank, capital \$200,000, chartered; H. S. Irons, 524 Ninth St.; Hans Watts, 414 11th St.

## Building and Loan Associations

Tex., Odessa—Odessa Building and Finance Co. chartered; Abner Davis, Harry Van Horn.

First State Bank and Trust Co., G. R. Ferguson, Pres., Leesville, La., plans establishing branch office at Pitkin, La.

Finance and Guaranty Co., F. R. V. Williams, Pres., Sun Life Bldg., and Federal Finance & Credit Co., A. J. Fink, Pres., Citizens Natl. Bank Bldg., both Baltimore, Md., plan merging as Finance & Guaranty Co., with net capital assets of about \$2,000,000; F. R. V. Williams, Pres. of new corporation; A. J. Fink, Chm. of Board; will incorporate in Delaware; Venable, Baetjer & Howard, Attorneys, Continental Bldg., Baltimore.

The statement of earnings of the Southern Ice & Utilities Company for the 12 months ended July 31, 1927, shows total sales of \$3,870,656, as compared with \$3,009,688 for the corresponding period of 1926, or an increase of approximately 25 per cent.

## Two Florida Utilities Plan Expenditures of Several Millions of Dollars.

According to recent announcements, expenditures of several millions are planned by the Tampa Electric Company, of which Peter O. Knight is president, and by the Florida Power and Light Company of Miami. The former has purchased a tract of 22 acres on Hooker's Point for the construction of a large new power house, which will be a part of an extension program planned by the company to take care of rapidly increasing demands for power. It is now supplying power outside of Tampa to Plant City, Winter Haven, Port Tampa, Oldsmar, Mulberry and to several large phosphate companies. While no announcement has been made as to the probable cost of the new plant, it is stated that it will be one of the largest and most modern of its kind in the South and will represent an investment of several millions of dollars.

J. H. Gill, vice-president and general manager of the Florida Power and Light Company, Miami, is reported as saying that his company will expend \$2,651,734 for extensions and improvements to the company's facilities, of which more than \$1,700,000 has been allotted to the south Florida section. The authorization provides for extensions, changes and improvements in the electric system, new street lighting work, laying water and gas mains and reconstruction of electrical distribution system.

## Big Power Plant Addition at Beaumont.

Beaumont, Texas.—Construction has started on a big power plant addition here for the Gulf States Utilities Company, which will involve the installation of a 35,000-kilowatt turbo-generator and two 1530-horsepower boilers, the former furnished by the Westinghouse Electric and Manufacturing Company, East Pittsburgh, Pa., and the latter by the Babcock and Wilcox Company, New York. The building will be of concrete and brick, engineering and construction being handled by Stone & Webster, Inc., of Boston, Mass.

The Southern Textile Association, with headquarters at Charlotte, N. C., will hold its annual meeting this year at the Tutwiler Hotel, Birmingham, October 28 and 29.

## Contract for \$1,400,000 Medical Building.

The Southern Ferro Concrete Company of Atlanta, Ga., general contractor for the erection of the Central building of the University of Virginia's new medical school group at Charlottesville, to cost \$1,400,000, advises that the structure will be of reinforced concrete, with brick and limestone exterior, cement tile and rubber tile floors, tar and gravel roof. The general contract, which also covers laboratory furnishings and fittings, amounts to \$840,000. The H. E. Crook Company of Baltimore has been awarded contract for plumbing; Johnson and Longworth Heating Company, Richmond, heating, and Richardson-Wayland Company, Roanoke, Va., for electrical work. Coolidge, Shepley, Bulfinch & Abbott of Boston, Mass., are the architects.

## Dr. Payne Reports on Lees Estate.

A compact, yet comprehensive, report on the S. S. Lees Estate, in Adams and Franklin counties, Mississippi, covering, among other features, the clays, paint pigments, tripoli, fuller's earth and topography, has been prepared by Dr. Henry Mace Payne, consulting engineer and geologist, Washington, D. C. The report details interesting possibilities in that section of Mississippi, and a copy may be obtained from E. E. Blanchard, 16 Exchange place, New York city. The Lees estate consists of about 5000 acres, and the tract "constitutes the watershed between the south fork of Cole's Creek and Sandy Creek," says the report, while, geologically, "the area lies on the border line between the tertiary and quarternary divisions of the Cenozoic, with exposures of the cretaceous period of the Mesozoic." Originally heavily wooded, the valleys now are under cultivation in many places, with an abundance of water for all purposes, says Dr. Payne.

## Danville Awards Contract for Bridge.

Danville, Va.—Contract for the construction of a bridge across the Dan River at Main street has been awarded by the city of Danville, C. B. Strange, city auditor, to the Concrete Steel Bridge Company of Clarksburg, W. Va., at \$194,000. According to terms of the contract the bridge must be completed within a period of 200 days from the date of clearing the site, or about September 15.



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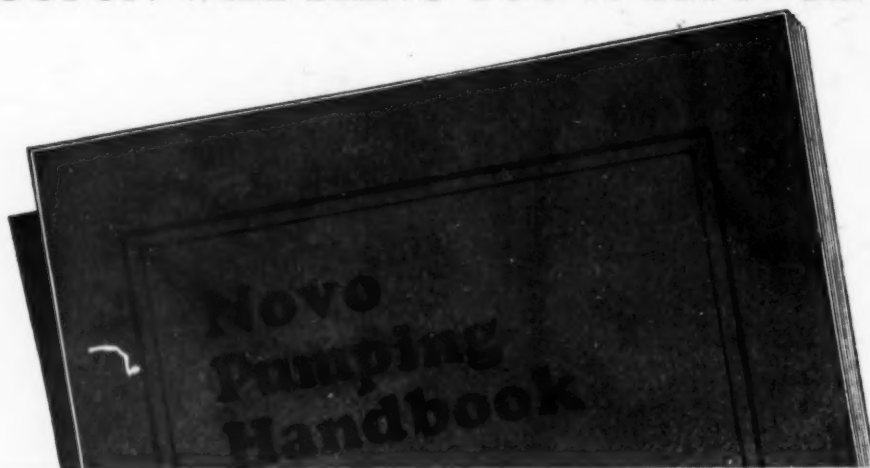
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